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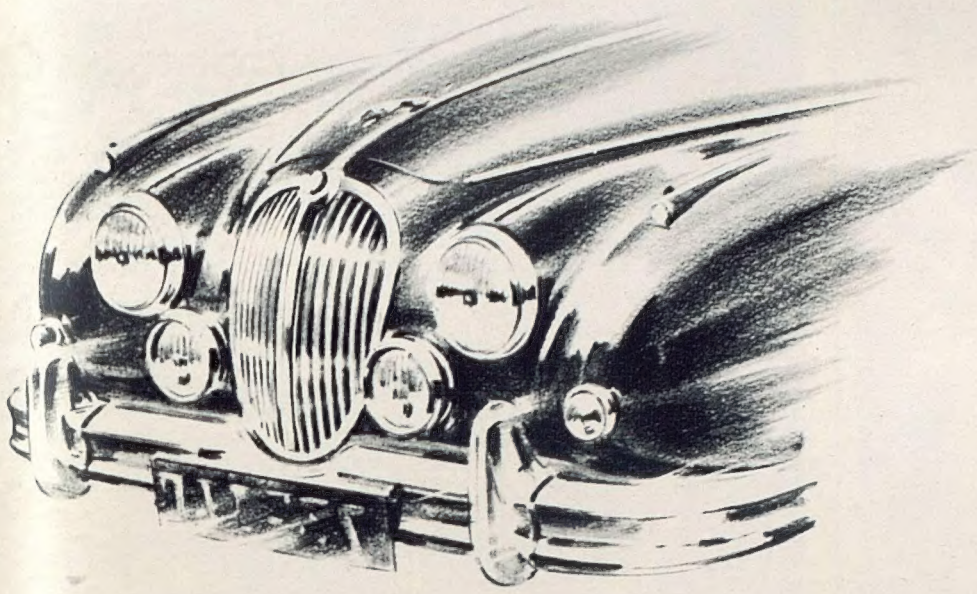

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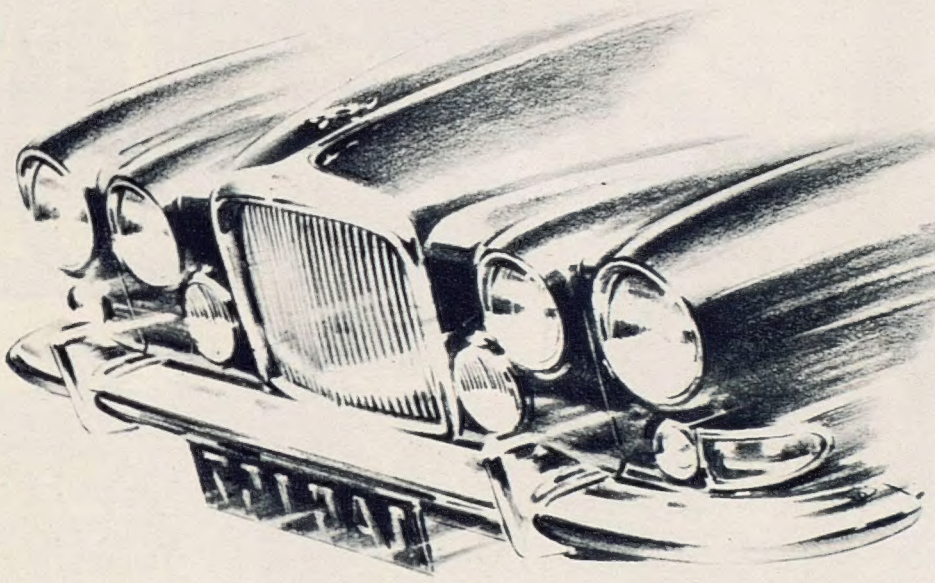

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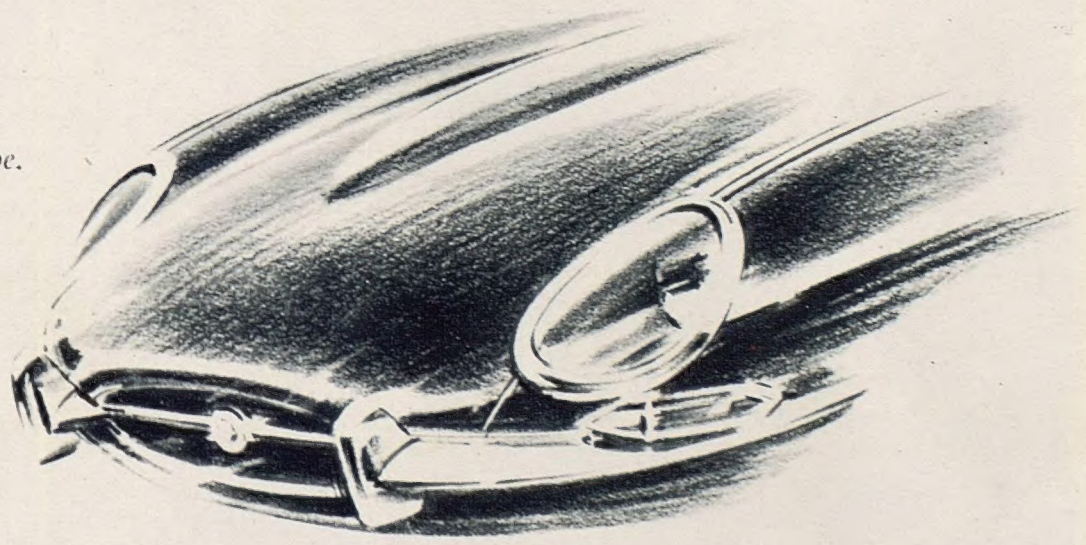

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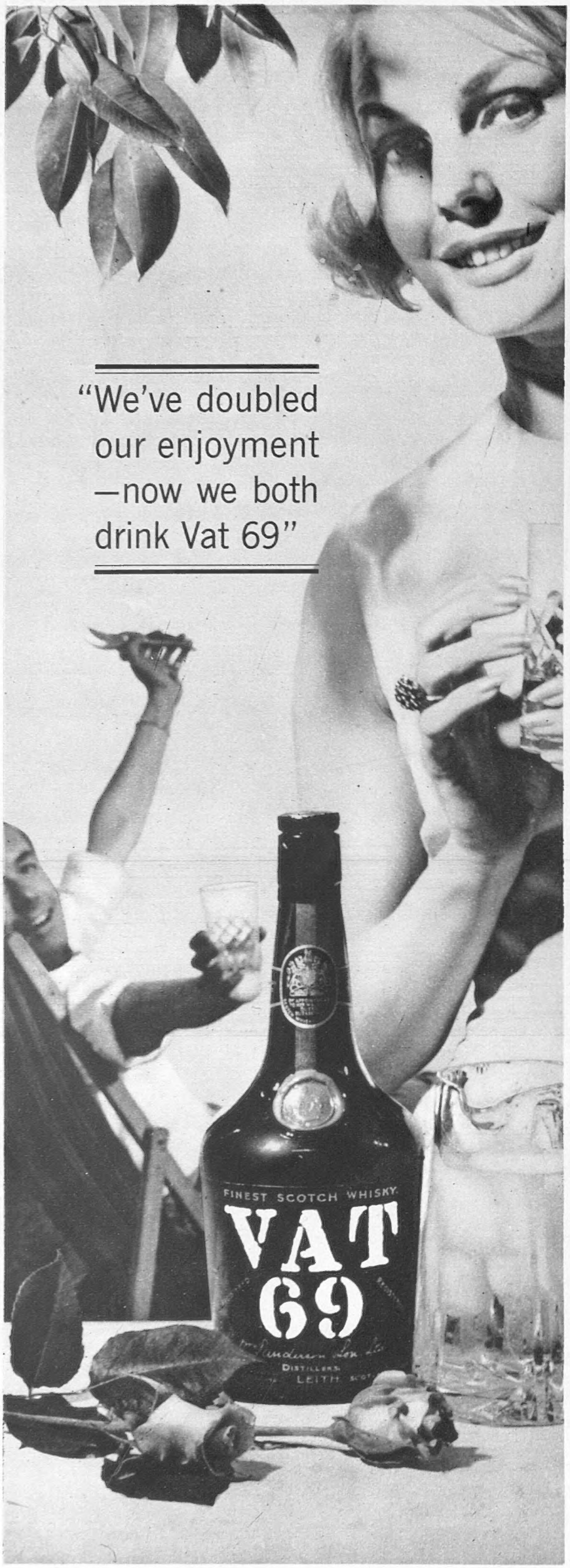

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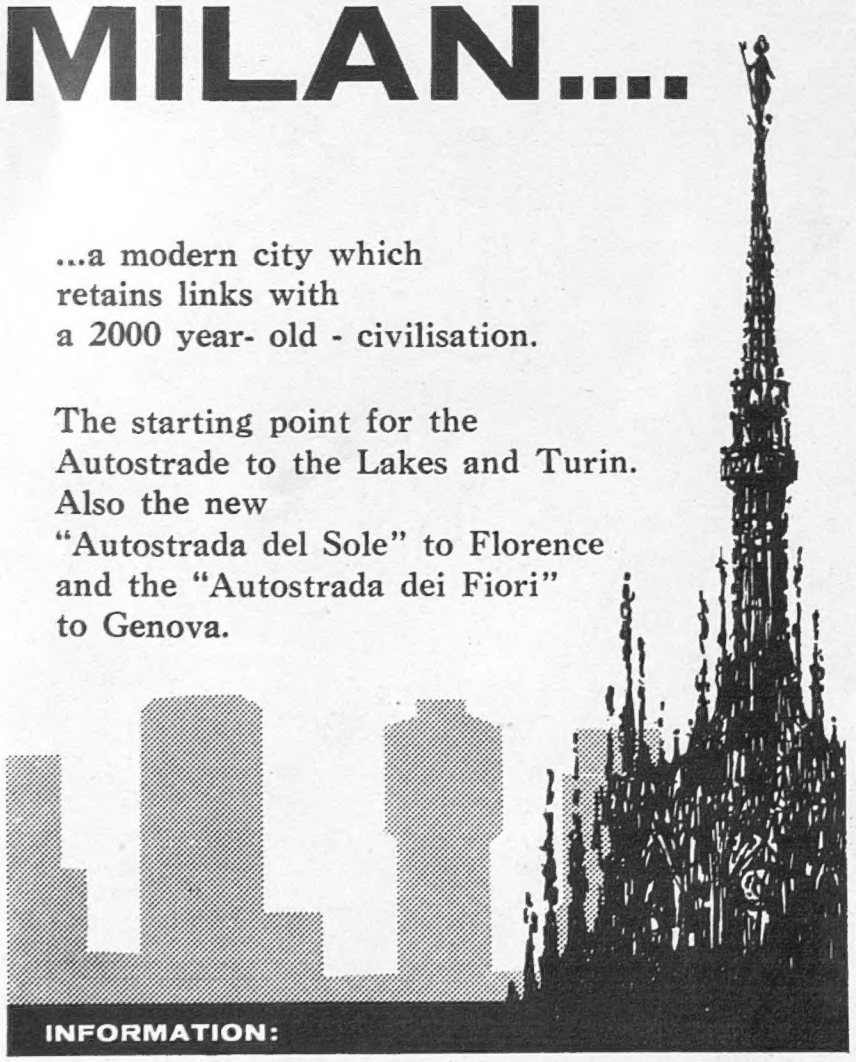

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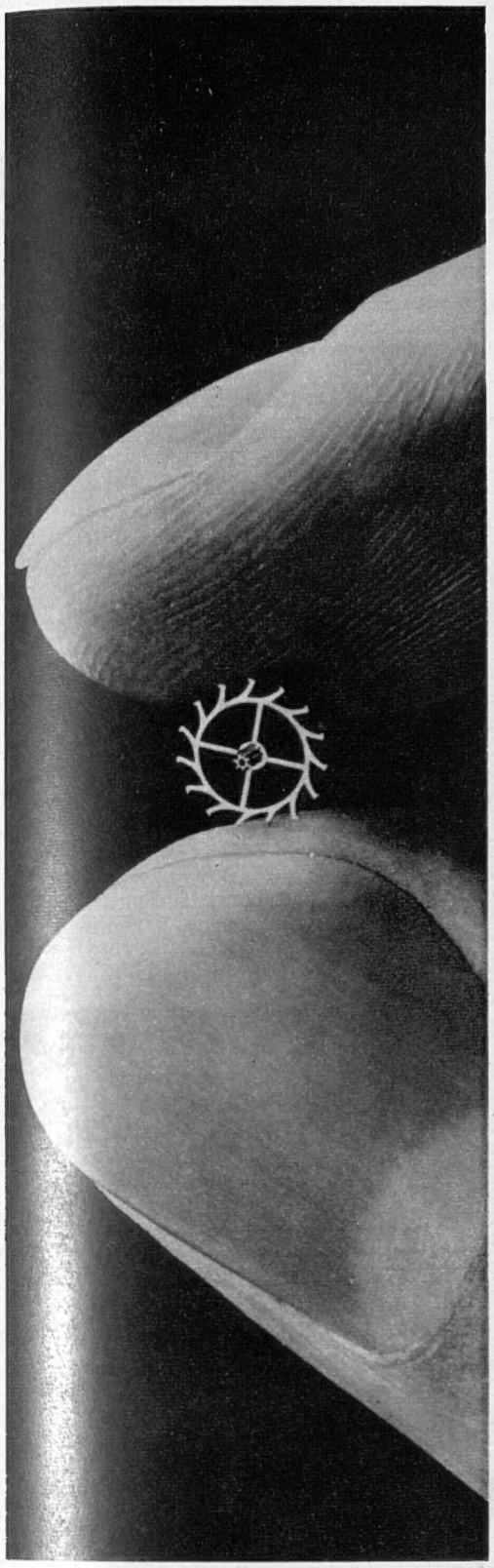

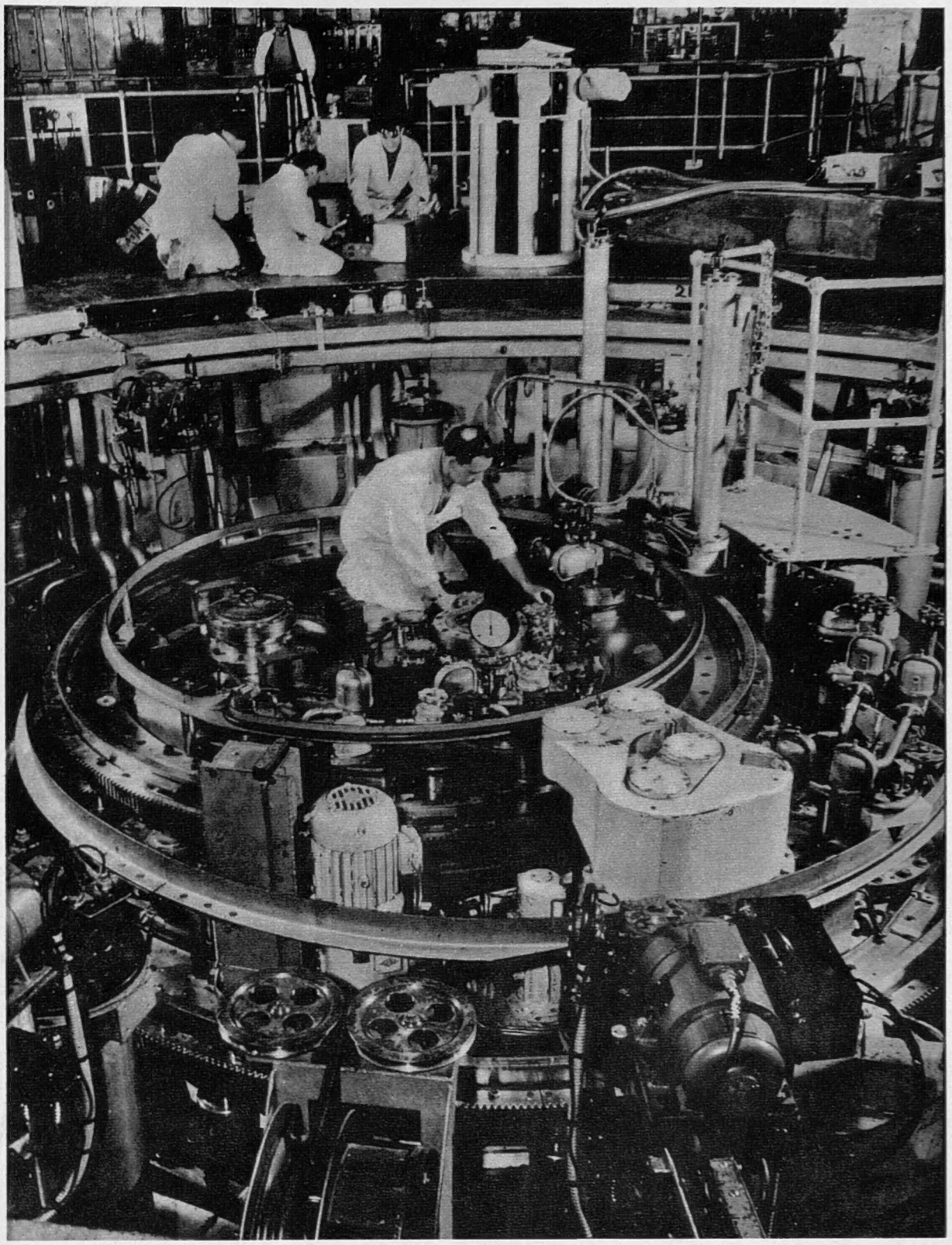

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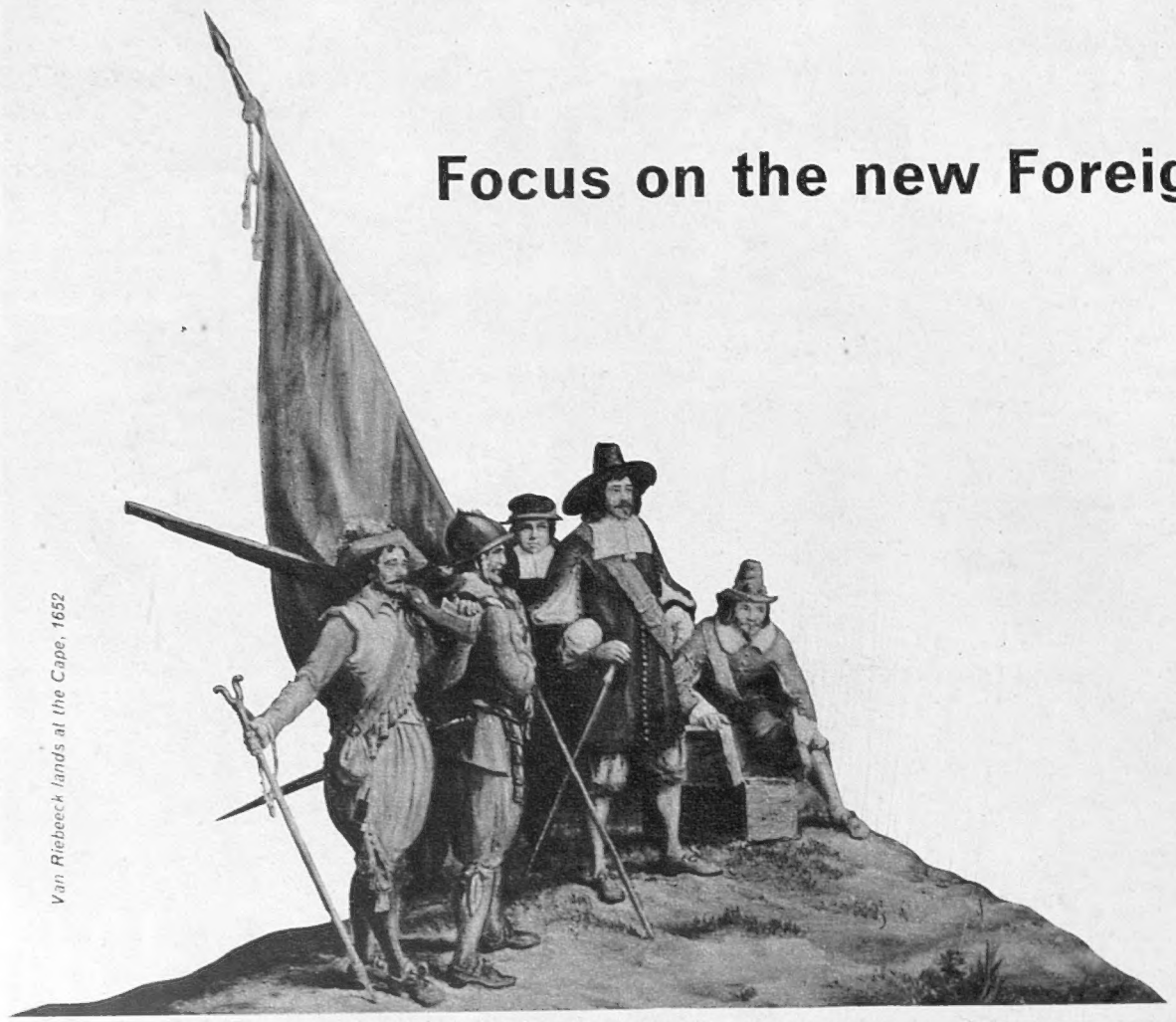
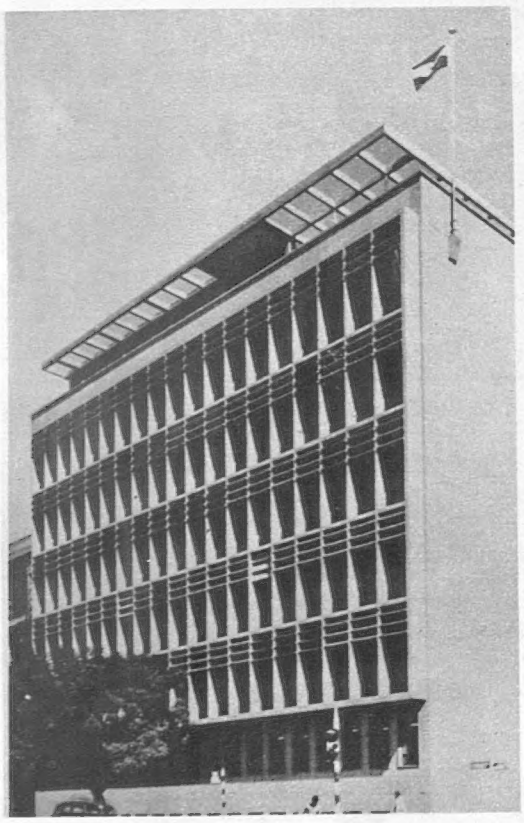


Van Riebeeck lands at the Cape, 1652



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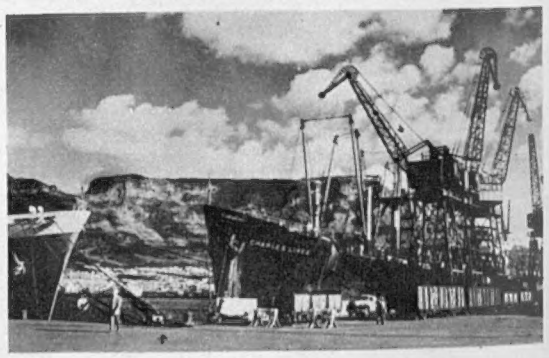

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THE SPHERE

LONDON, May 26, 1962

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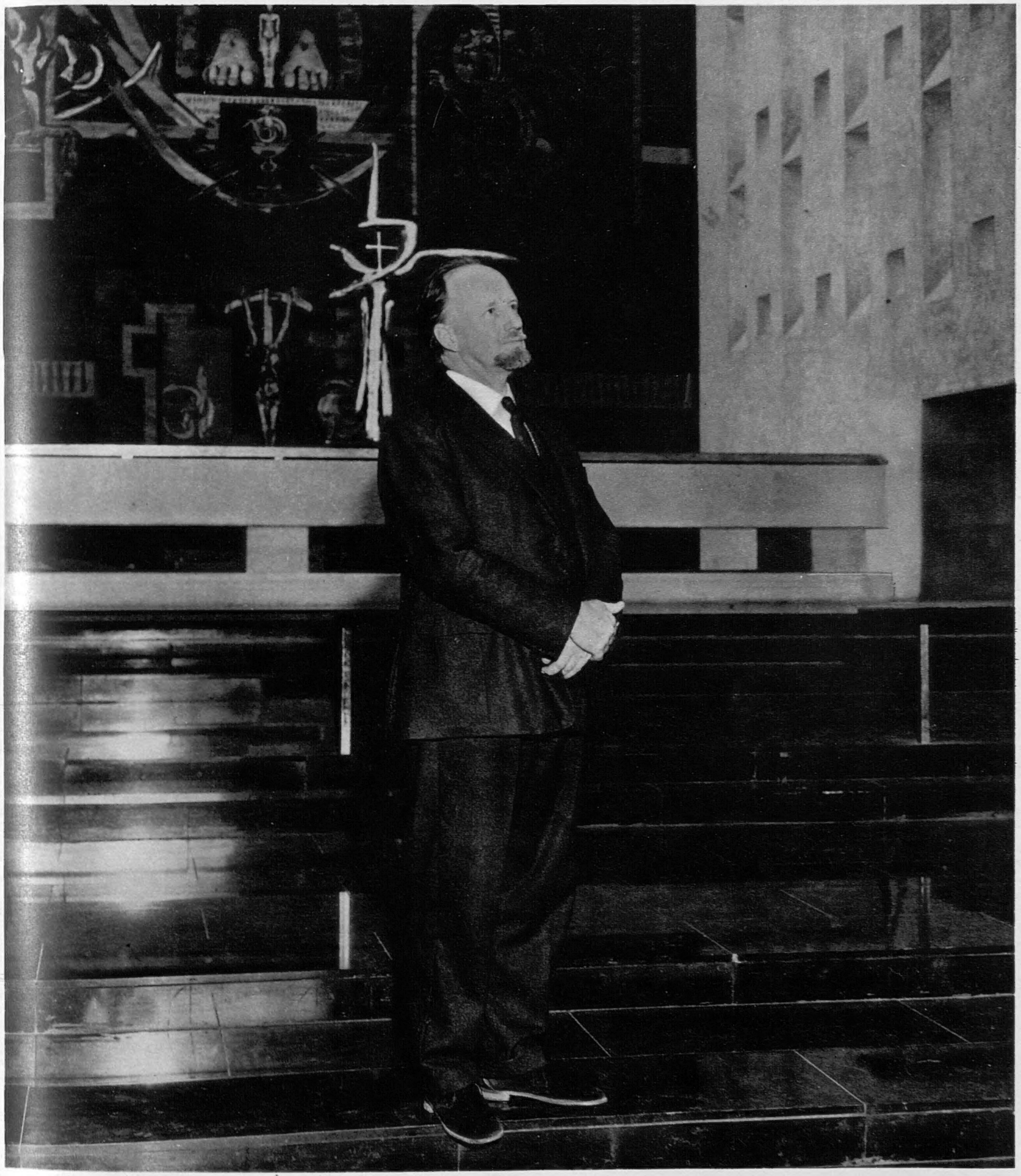

COVENTRY'S ARCHITECT

Sir Basil Spence stands on the steps of the Chancel in the new Cathedral at Coventry, of which he is the architect. In the background is the lower part of the great tapestry designed by Mr. Graham Sutherland, one of the many eminent artists who have designed the furnishings and ornaments. The photograph was taken a few days before the Consecration of the Cathedral, arranged for May 25. Members of the Royal family were to be present. The ruins of the old Cathedral, destroyed by German bombs during the war, are being retained as a memorial shrine and a vestibule to the new Cathedral, which is 270 ft. long and 80 ft. high and can hold a congregation of 2,000. When Sir Basil Spence's completed building was shewn to the Press last week, he said that for him the design of a cathedral had been the fulfilment of a life-long ambition. The Bishop of Coventry, Dr. Bardsley, described it as a new kind of cathedral speaking traditional words in a modern way. The Provost, the Very Rev. H. C. N. Williams, said the Cathedral would be actively concerned with international reconciliation

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NEWS SUMMARY

Differences between America and France; politics and the wages question in Britain; Mr. Butler continues his African tour; Hong Kong bars Chinese refugees

INTERNATIONAL

President de Gaulle in his Press conference in **Paris** last week derided the idea of a close European political unity. in a supra-national Europe. In protest the five members of the Popular Republican Movement in M. Pompidou's Government resigned their offices. President de Gaulle's views on Europe drew a rebuke from President Kennedy in **Washington** who at the same time spoke out strongly against French plans for developing their own independent nuclear deterrent. Observers at the Press conference considered President de Gaulle cool towards the idea of Britain becoming a member of the Common Market. Early this week Mr. Ball, American Under-Secretary of State, was expected in the French capital to discuss French opposition to British participation in the Common Market. He was to go on to Bonn to discuss the West German attitude on this question. Mr. Macmillan will spend two days in Paris at the beginning of next month. (For the situation in South-East Asia see pages 300-301.)

Police hold back the crowds outside the Palais de Justice in Paris during the trial of ex-General Salan

GREAT BRITAIN

Signs of political turbulence have remained portentous. In last week's by-election in **Montgomeryshire,** the Liberal candidate, Mr. Emlyn Hooson, more than doubled the Liberal majority in Mr. Clement Davies' old seat. The next two by-elections, both to be held on June 6, are **West Derbyshire** and **Middlesbrough West.** Both are being contested by the three parties, with an Independent, standing on an anti-Common Market platform, intervening in West Derbyshire. This constituency swung from Labour to Conservative in 1950 and the Tory majority at the 1959 Election was 8,109. Middlesbrough West was a traditional Liberal seat until 1945; it was held by Labour from 1945 to 1950 and then turned Conservative. Their majority in 1959 was 8,710.

There were reports last weekend in London that Conservative back-benchers were expressing strong discontent with the Government's " duality of purpose " in connection with the pay policy. Particular instances were the dockers obtaining the equivalent of an 8 per cent. pay increase after the threat of a national dock strike and the nurses being pegged to 2½ per cent.; workers in the dressmaking industry getting a 7½ per cent. rise and probation officers being offered only 2½ per cent.

Last Monday, the Queen opened the twenty-first Congress of the Federation of Commonwealth and British Chambers of Commerce in **London.** Founded seventy-five years ago, the Federation now comprises eight associations of chambers of commerce and 300 individual chambers.

FRANCE

The trial of ex-General Salan continued in **Paris** this week. He had admitted he led the O.A.S. right-wing terrorist organisation in Algeria. Chief witness last weekend was M. Debré, former Prime Minister, who repudiated the Defence Counsel's attempts to implicate him as a one-time supporter of " Algérie Française," and in the bazooka attempt on the life of General Salan, then C.-in-C. in Algeria, in January 1957.

M. Joxe, French Minister for Algerian Affairs, left **Algiers** last weekend, after discussing new security measures in Algeria, including intensive police drives. But terrorism continued.

SPAIN

Strikes were reported to be spreading, especially in the industrial towns of the Basque provinces. In Madrid heavy fines were imposed on some of the women who staged a silent demonstration in sympathy with the strikers. Last weekend, from all accounts, General Franco was facing the most serious labour dispute since he came to power.

YUGOSLAVIA

Mr. Milovan Djilas, a former Vice-President, was sent back to jail for a further eight years, eight months by a **Belgrade** court for disclosing State secrets. His book, *Conversations With Stalin*, due to be published this week in the U.S., refers to Stalin as " the greatest criminal in history " and says that until his successors and present critics explain how such a man could hold power for thirty years " they will only confirm that in good part they are only continuing his work." (See also Mr. Khrushchev in Bulgaria, page 299.)

AFRICA

After talks with Nyasaland Ministers in **Zomba,** Mr. Butler, British Minister responsible for Central African Affairs, issued a statement confirming the British Government's acknowledgement that " the Malawi Party is not prepared to remain in the Federation." He hoped some other form of Federation was possible " at a later stage." He also said his advisers were preparing a study of the political, financial and economic consequences of Nyasaland's secession.

Last weekend Mr. Butler went on to **Lusaka,** the capital of Northern Rhodesia, where his arrival coincided with a mass United National Independence Party Rally addressed by its leader, Mr. Kaunda, and by the Southern Rhodesian African leader, Mr. Nkomo. They both expressed anti-Federation sentiments. A weekend meeting of twenty-five Northern Rhodesian chiefs also condemned Federation. Mr. Butler was due to meet Mr. Kaunda and other party leaders on Monday.

In **Nairobi,** teargas had to be used to break up street fights between supporters of Kenya's two main parties, Kanu and Kadu. Later, Mr. Jomo Kenyatta, leader of Kanu, was reported to have made a speech at a party meeting attacking Kadu leaders. Returning from a short visit to London and Paris, Mr. Mboya, the Kenya Minister of Labour, said that he had warned officials at the Colonial Office of the dangers arising from Kenya's unemployment problem. (See also pages 306-307.)

HONG KONG

By last weekend, the steady trickle of refugees from Communist China trying to make their way into Hong Kong had become a swelling tide. Sir Robert Black, the Governor of the Crown Colony, was forced to order measures to prevent the refugees from entering—Hong Kong is facing serious overcrowding and a shortage of water. (Since the end of the Second World War, over a million refugees have crossed into the Colony, which devotes about a third of its budget towards maintaining them.) According to reports, the numbers of refugees trying to enter in the last few weeks has been running at about 2,000 a day. Most of them have been turned back at the frontier after being rounded up and fed. In China, the widespread famine has continued and this year's harvest has been affected by severe storms.

INDONESIA

Indonesian paratroop landings in the Vogelkop area of **West New Guinea** were reported last week. These were the fifth such landings in three weeks. A group of thirty paratroops who had previously landed near **Fak Fak** were said in Jakarta to have made advances and by the Dutch to have been routed.

THE NEWS IN PICTURES

A ROYAL VISIT TO THE BRITISH FAIR IN SWEDEN

King Gustaf VI Adolf (second from right) and Queen Louise of Sweden tour the British Trade Fair in Stockholm after it had been opened in their presence by Hr. Erlander, the Swedish Prime Minister. Over 500 firms, which represent all aspects of British industry, are taking part and the British Government are showing the biggest single exhibit, a complete coal-face. The purpose of the fair is to attract trade not only from Sweden but also from the other Scandinavian countries. The fact that it is one of the most impressive ever staged by Britain is taken to indicate the importance still attached by the British Government and business to the European Free Trade Association, of which Britain and the Scandinavian states are members. Last year the Scandinavian market took about 10 per cent. of all British exports. The fair in Stockholm is scheduled to end on June 3

A COMMONWEALTH CONFERENCE IN CANADA

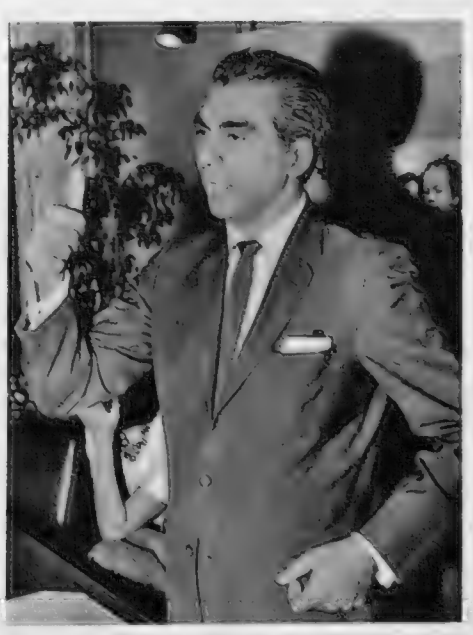
Below far left: At the start of the second Commonwealth Study Conference in Montreal, Canada, the Duke of Edinburgh talks with John Magongo, General Secretary of the Tanganyika Union of Public Employees. The conference, which is being attended by about 300 Commonwealth delegates, has as its theme "The human consequences of the changing industrial environment in the Commonwealth and Empire." The Duke is on a three-and-a-half-week visit to North America

DEPUTISING FOR THE QUEEN

The Duchess of Gloucester, Air Chief Commandant of the WRAF, discusses a cold table with Sergeant Mildred Hatton at the WRAF reception centre at Spitalgate, Grantham, Lincolnshire. Her Royal Highness was deputising for the Queen, who was confined last week to her room in Buckingham Palace with a sore throat and a temperature. On Monday of this week the Queen appeared again in public but reduced the number of her engagements for the day

A REUNION OF COLLEAGUES

Far left: President Nasser of Egypt meets the former Vice-President of the U.A.R., Colonel Serraj, in Cairo. On the right is a Syrian guard who helped Colonel Serraj to escape from gaol in Damascus, where he had been since the Union of Egypt and Syria broke up last year



DR. JAGAN MAKES A POINT

Dr. Jagan, Premier of British Guiana, talks to the Press in London. He left last week after conversations at the Colonial Office. He had asked that loans due under the four-year development programme be brought forward and increased, but the Colonial Office had only agreed to an immediate advance of £600,000 to meet budgetary difficulties. Dr. Jagan said that inadequate development funds had necessitated his unpopular austerity budget, but discontent had reached the level of a riot last February because of "irresponsible" opposition activity

Princess Sophia of Greece and Don Juan Carlos of Spain wave from their Royal coach as they are cheered by the thousands of people lining the streets of Athens on the drive through the Greek capital after the wedding. More than 140 members of European Royal families attended the brilliant marriage ceremonies last week, including King Olav of Norway, Queen Juliana of the Netherlands, Queen Ingrid of Denmark, Prince Rainier and Princess Grace of Monaco, Princess Marina and her younger children, and Admiral of the Fleet Lord Mountbatten. One of the eight bridesmaids was Princess Alexandra of Kent. In a double ceremony, the marriage was first solemnised in the Roman Catholic Church of Athens in the rites of the bridegroom's faith, and then at the Orthodox Cathedral of Athens, decorated with 35,000 roses for ceremonial of a splendour rarely seen in Europe. The Royal couple later left Athens to go on a honeymoon cruise to the Greek islands

SPLENDOUR AND HAPPINESS AT THE ROYAL MARRIAGE IN THE CAPITAL OF GREECE

Below: Princess Margaret and Lord Snowdon walk though the grounds of Caernarvon Castle during their two-day visit to Caernarvonshire. The visit began with the opening by the Princess of the £2,500,000 Ferodo factory at Griffiths Crossing on the Menai Strait near Caernarvon. After a speech in which she congratulated the company on bringing a much-needed stimulus to the local economy, Princess Margaret and her husband went on a tour of the factory **(below, far right)** where they met many workers, including Mr. Albert Summers, a welder. After lunch at the Royal Hotel, Caernarvon, the Royal couple set out on a visit to Snowdonia. They spent the night at Plas Dinas, as the guests of Mr. Ronald Armstrong-Jones, Lord Snowdon's father. The next day they saw other parts of rural Caernarvonshire

PRINCESS MARGARET AND THE EARL OF SNOWDON ARE SHOWN ROUND CAERNARVON CASTLE AND FERODO'S NEW CAERNARVONSHIRE FACTORY

THE NEWS IN PICTURES

Two famous British troopships, the *Nevassa* (left) and the *Oxfordshire*, lie bow to bow off Aden. They were there together recently on what might be their last meeting, since the two vessels are due to be withdrawn from service. The *Nevassa* was bound for England and the *Oxfordshire* for the Far East. Both the troopships are of approximately 20,000 tons

AT ADEN, TWO BRITISH TROOPSHIPS MEET, POSSIBLY FOR THE LAST TIME

Below right: Captain M. A. von Lowzow (centre), Chief of Corps, the Danish Women's Naval Service, looks at the menu in the galley of H.M.S. *Dauntless* while being shown round the W.R.N.S. Shore Establishment near Reading. She began a ten-day visit to Britain last week at the invitation of the W.R.N.S. Among the many places which Captain von Lowzow toured were various W.R.N.S. shore establishments and their headquarters in London; H.M.S. *Ariel* Air Station at Lee-on-Solent; Chatham; and H.M.S. *Victory*. **Below, far right:** Admiral Sir Wilfrid Woods, C-in-C. of the British Home Fleet, walks with Admiral Quistgaard, C.-in-C. of the Danish Navy, on board the destroyer H.M.S. *Jutland*, Admiral Sir Wilfrid Woods' flagship, during a visit by a British naval squadron to Copenhagen

LINKS BETWEEN DANISH AND BRITISH WOMEN'S NAVAL SERVICES

ADMIRAL WOODS IN COPENHAGEN

Below right: With Mr. Ben-Gurion, Israel's Prime Minister, in Jerusalem is Angelica Balabanoff, the ninety-year-old Socialist author, who was on a visit to Israel. She was at one time Lenin's secretary but later dissociated herself from Communism and left Russia in 1922. She is still an active member of the Italian Socialist Party

Below, far right: Mr. Khrushchev is presented with flowers by a girl at Sofia Airport. On the right is Mr. Zhivkov, First Secretary of the Central Committee of the Bulgarian Communist Party, who had welcomed the Russian leader at the start of his four-day visit. They were to make an extensive tour of the country. In Varna Mr. Khrushchev told Western reporters that Russia was preparing to start nuclear testing again. He said he was forced to do so "because, in spite of our appeals, the Americans did not refrain from renewing theirs." At a meeting in the port on the Black Sea the Russian Prime Minister was reported to have spoken about an improvement in Russian-Yugoslav relations. He was quoted as saying that co-operation between the two countries was developing in all fields of life. "We now share common views on questions concerning the international situation and disarmament." In the past two years there have been several bitter exchanges between Russia and Yugoslavia owing to their long-standing ideological dispute on the interpretation of Marxism

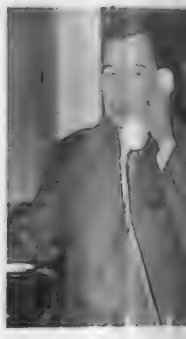
SECRETARY TO LENIN

THE RUSSIAN PRIME MINISTER IN BULGARIA

The U.S. troopship *Navarro* docks in Bangkok Harbour bringing U.S. Marines into Thailand

Refugees, who had fled across the Laos-Thailand border, wait in

CRISIS IN LAOS

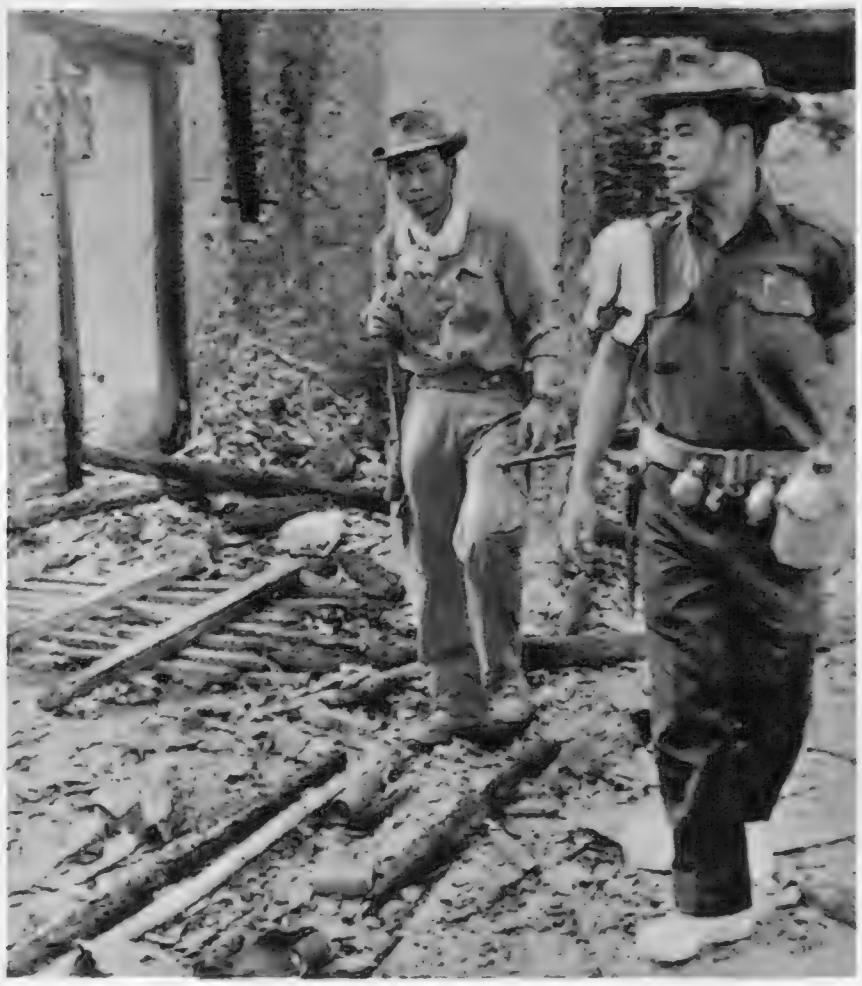


Prince Souvanna Phouma
Right: In Formosa, th

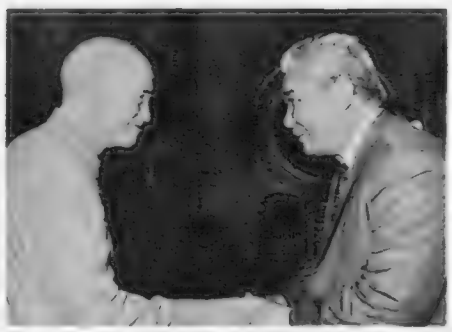
U.S. Marines prepare to board their transport aircraft at Bangkok Airport to fly to the border area

In South Vietnam, Government troops are landed by helicopt

temporary transit camp in Thailand, before being repatriated



Laotian troops re-occupy Ban Houei Sai, after it had been abandoned by the Pathet Lao



the neutralist leader. **Centre:** Prince Souphannouvong, the Pathet Lao leader. right-wing Prince Boun Oum (right) shakes hands with General Chiang Kai-shek

The Mekong River runs roughly north to south through South-East Asia, along the border between Laos and Thailand and emerging in a swampy delta in the extreme south of South Vietnam. It was across the Mekong that Prince Boun Oum's Royalist Laotian troops fled in face of the advance of Prince Souphannouvong's pro-Communist Pathet Lao to precipitate the present crisis. And the river marked the line to be held by U.S. Marines landed in Thailand to defend that country's borders. By last Monday no decision had been made on whether Thailand would request troops from other Seato countries. Communist infiltration, much farther south, has made the Mekong, in South Vietnam, the scene of bitter guerilla warfare. Politically, there were hopes of a settlement in Laos, with the return to his country of Prince Souvanna Phouma, the neutralist leader who was once again trying to form the Coalition Government as had been proposed by the Geneva Conference. Negotiations for such a Government have in the past always broken down. The regime envisaged by the Geneva conference would include all three Princes and would work for an independent, neutral Laos. (See also John Connell page 302.)

in the Mekong River delta area in the drive against Communist guerillas

Royal Laotian troops, who had fled to Thailand, on board a U.S. transport aircraft

JOHN CONNELL

"INDEPENDENT AND NEUTRAL"

Few issues in contemporary international affairs are more complex, more difficult to understand, and (when understood) less agreeable than Laos. The place is remote; the people, though attractive, are poor and ignorant; such primitive economy as there is has collapsed; politics are hopelessly corrupt; communications are virtually non-existent; the only roosting place for journalists is Saigon, which is a long, long way from any scene of action—or, as the Americans were complaining a fortnight ago, inaction. It is no wonder that such news as a commentator like myself is able to piece together into a pattern approaching coherence, is apt to bear the dateline, Washington, Paris, or Moscow.

It would be less than fair to give the impression that I have myself reconnoitred every comfortless mile of the Mekong River, though my admiration for any correspondent who has is unbounded. However, I hope that I have a deeper comprehension of the realities of the Laos situation than an Army medical mandarin, of whom I have lately been reminded, had in World War I of the realities of trench warfare. In the early summer of 1915 a British infantry formation found itself holding a sector of trench called Duck's Bill, near Hill 60, which even by then had been fought over again and again; in the mouldering fabric of its parapet there were the corpses of many French soldiers who had died in earlier battles. The weather turned warm. A note went back to the P.M.O. of the division, suggesting that he should come up, look at the parapet, and give his advice. He did not go up; he sent a memorandum which began: "The presence of decomposing animal matter, even though odoriferous, is not necessarily deleterious to health."

There are certain sombre similarities between the trench warfare of close on half a century ago and the politico-military crises into which we stumble, one after another, each time a little more dazed, fatigued and shell-shocked. Then men fought and died, heroically and horribly, in defence of holes in the ground of no sort of tactical significance, with names, later of tragic significance, but then as meaningless as once was Dien-Bien-Phu. Now here is a great temptation to ask: "Who knows—or cares—about Laos?"

Commanders of the United States forces in Thailand, General P. D. Harkins (left) and Lieut.-General J. L. Richardson, jun. (then Major-General) photographed together in Honolulu last February

No more than the villagers of the Flanders plain did in 1914-15 do the hapless inhabitants of Laos, or of North or South Vietnam, desire to be in the front line. Their reluctance, and the equally marked reluctance of their leaders, to make noble gestures and take noble decisions for great causes, which seem to have very little connection with the lives they lead and the land they toil in, are—by an irony which historians can appreciate better than politicians—amongst the basic causes of the present renewal of tension. There is such a thing, said one of President Kennedy's predecessors, as being too proud to fight; pride, boredom, fear, the natural (and very Asian) desire to be left alone—what mixture of these, and other, motives can have prompted the people of Indo-China, like the people of Korea a decade ago, to seek escape from involvement in the great world power contest?

But neither they nor we can escape involvement. The American decision in the middle of the month to take a series of dramatic military steps must be considered against the background of persistent failure to find a diplomatic, or a political, solution. Britain was involved in the diplomatic efforts at least from the moment that Sir Frank Roberts, the Ambassador in Moscow, went on Foreign Office instructions to see Mr. Kuznetzov, the Soviet First Deputy Foreign Minister, to discuss the breach of the cease-fire agreements in Laos by the Communist Pathet Lao forces.

Apparently Sir Frank got little satisfaction from Mr. Kuznetzov; yet the Soviet Union has always expressed the desire, and certainly has the power to enforce that desire, to make the cease-fire effective and procure, by political means, some kind of a *détente* in this part of South-East Asia. But whether it failed or it succeeded, Sir Frank's errand indicated—beyond any question of a mistake—that Britain was (and is) as committed as the United States on this issue.

The Americans' deployment of military formations in some strength, and Britain's decision to send a token force, were consequences of the protracted internal political *impasse* in Laos. The ambitions of Princes have not, on this occasion, coincided with the interests of their peoples. The establishment of a coalition government was as much a matter of agreement as a cease-fire; and the agreement was as subtly and as resolutely put aside. Prince Souvanna Phouma, the neutralist leader, who was in Paris when the crisis began, wanted to control two key Ministries — those of Defence and the Interior — in the proposed coalition. His Right-wing colleagues, Prince Boun Oum and General Phoumi Nosavan, were not willing to concede him this authority. The third in the princely triangle, Prince Souphanouvong, who had at his command the undispersed Pathet Lao forces and some Communist cadres from Vietnam, then inflicted a series of smart little military defeats on Prince Boun Oum.

Prince Souphanouvong is Prince Souvanna's half-brother, but (as the *New York Times* observed disconsolately) the latter's leverage over him is not great. Since Souphanouvong has behind him the vast, if latent power of the Communists, not only in Hanoi, but in Pekin and in Moscow, and since the forces of his Right-wing opponents fled clean out of the country they were supposed to be defending, this was perhaps not entirely unexpected. Some other leverage was required.

By the end of last week some 5,000 U.S. marines had landed in Thailand in addition to the 1,000 combat troops already there. President Kennedy had taken a bold, even a hazardous decision. He explained it in a statement issued on May 15, "I have ordered upon the invitation of the Royal Thai Government," he said, "additional elements of the U.S. military forces, both ground and air, to proceed to Thailand and help to ensure its territorial integrity. The despatch of American troops is desirable because of recent attacks in Laos by Communist forces and the subsequent movement of Communist military units toward the Thailand frontier. There is no change in American policy towards Laos, which continues to be the re-establishment of an effective cease-fire and prompt negotiations for a government of national union. A threat to Thailand is of grave concern to the United States, and additional forces are being sent to fulfil obligations under the Manila pact."

Thailand then asked for an emergency meeting of SEATO. Prince Souvanna Phouma, still in Paris, said, "If an international conflict erupts, that will be the end of Laos, and would mean a new Korea." Lord Home, in the House of Lords on the same day, said, "I hope the influence of the Soviet Government can be used to maintain a cease-fire. I believe that Prince Souvanna Phouma can form a national government, and until that is achieved the situation will be dangerous. I do not want to apportion blame, but impatience with the Princes is a very poor reason for breaking the cease fire."

Later on this eventful day, in the heat of a Washington afternoon, the Soviet Ambassador in the United States, Mr. Dobrynin, had a forty-minute interview at his own request with Mr. Rusk, the Secretary of State. A State Department spokesman said afterwards that they had agreed on the necessity of maintaining the cease-fire. But Mr. Dobrynin added his own gloss, by pointing out to reporters that the U.S. sending troops to Thailand did not help to solve the situation, and insisting that his Government held that the time had now come to carry out the agreement reached last year, to create an independent and neutral Laos.

This kind of remark by a Russian diplomatist always prompts from me the Emperor's-new-clothes question: What sort of independence? What sort of neutrality? My questions do seem to me to have a certain relevance; and they must worry (I presume) the Laotian princes a good deal more than they worry the representatives of the Great Powers, who utter these majestic bromides with great impressiveness and a singular lack of obvious sincerity. On the answers a good deal inevitably depends. Perhaps that is why Prince Souvanna Phouma has appeared hesitant and irresolute.

Yet there is a fundamental difference between the American and the Russian ideas of independence and neutrality. That difference remains despite the Seventh Fleet's manœuvres, despite the landing of American infantry, paratroop and air combat units in Thailand, and despite the somewhat avuncular — indeed proprietary — air which many Americans adopt when they are talking about South-East Asia. Exasperating as some of these acts and attitudes may often seem, anyone who has seen and pondered the fate of once independent and neutral States, like Latvia, Lithuania and Estonia, will always prefer the American concept, and will be glad—not merely for the sake of less tension in Laos, but for the continuing hope of peace in S.E. Asia—that the President has a way of supporting beliefs by deeds.

The U.S.A.F.'s most powerful single-seat fighter-bomber, the Republic F-105D Thunderchief, fires a batch of Bullpup air-to-ground guided missiles during a demonstration watched by President Kennedy recently at the Air Proving Centre, Eglin Air Force Base in Florida. The fighter is capable of top speeds of over Mach 2 and of speeds of Mach 1 during low-level ground support strikes like the one illustrated. **Left:** The Thunderchief can carry a bewildering variety of weapons, including a wide range of bombs and rockets. These can be made up of 8,000 lb. of nuclear or thermonuclear weapons in the internal bomb bay and 4,000 lb. of bombs, rockets and Sidewinder or Bullpup missiles on four wing pylons and attachments under the fuselage. Now in operation with the American Air Force, including some with American units in Germany, the F-105D has highly advanced radar and armament control systems. Showing the range and accuracy of its armament is the fact that, while being tested, one Bullpup missile was fired from an altitude of 6,500 ft., and exploded within inches of its target nearly six miles away

THE PUNCH OF A FIGHTER

Three England Test selectors, Alec Bedser (formerly of Surrey), Walter Robins, the Chairman (formerly of Middlesex), and Doug. Insole (Essex), arrive at Lord's

Members of the Convocation of Canterbury walk in procession to St. Margaret's, Westminster, for the Convocation at Church House, Westminster. The service was followed by the Presidential address

The Pavilion Lanes Tenpin Bowling Centre on the shore end of the 1½-mile-long pier at Southend-on-Sea. Costing £175,000, the 18-lane centre was built by its operators, Excel Bowling Limited, to replace the famous pavilion which was destroyed by fire in 1959. In the foreground is a replica of Sir Francis Drake's *Golden Hind*

A London

SCARCITY OR SNOB VALUE? I have been assured and have had recent proof that only the greatest experts can distinguish between an original drawing and a "soft-ground" etching of the original. This fact makes me appreciate the arguments of Mr. R. M. Blomfield, recently set out in a letter to the *Daily Telegraph*, on the absurdities of art values today. There is not one single feature in the Leonardo cartoon's appeal to lovers of art and beauty which is lessened in an exact copy. "Scarcity value" alone governs collector's mania in a drawing of *this kind*. No question arises of colour tones or the laying-on of paint, or the reproduction of its original secret processes. There is something to be said for paying a high price for the manuscript of a famous novel. It possesses two features which the printed book does not possess—the author's autographed writing and his corrections and revisions and second thoughts, all of legitimate interest to literary folk. Mr. Blomfield's arguments impress me enough, exceptionally in the case of the Leonardo, to modify what I recently said about our slowness or unwillingness to subscribe nearly £1,000,000 to keep an international treasure, if one accepts it that the full benefits of the original can be obtained from a copy costing less than £100. Snob value, it can fairly be argued in this particular instance, directs the taste of art lovers in Britain from top to bottom. Mr. Blomfield's argument impressed me enough to come clean and to clear my mind of cant. Perhaps the reluctant public have already cleared their minds.

ROAD *v.* RAIL COSTS. A recent comment which I made concerning empty express and local trains on the Southern Section at certain hours, up or down, brought me from correspondents some facts, figures and speculations concerning the comparative cost of road and rail passenger transport. I wrote my comment merely as an observer on a subject of which I have no expert knowledge. I am told (and cannot contradict) that the full cost (*i.e.* interest on purchase, depreciation, petrol, oil, tyres, maintenance, repairs, renewals) of a medium-size car works out at 8d. per mile over 10,000 miles run. Say £400 or rather less. Rail fares work out at about 1½d. per mile for a 2nd Class season, up to 4d. per mile ordinary 1st Class. Clearly, if these figures are approximately right, rail transport would be more than twice as cheap for a solitary car-user, leaving

Sung Eucharist, at the opening of the
of Dr. Ramsey, Archbishop of Canterbury

Newsletter

13-15, JOHN ADAM STREET, W.C.2.

out such questions as amenity and convenience (which might pull either way) and also the immorality of congesting congested roads and using parking space in overcrowded cities. Economically alone, the cost of transport by rail would hardly equal that of car transport for two passengers, allowing for extras from railhead to office. But that is not the whole story, even if a true story, in the rail *v.* road controversy. It is said that quite a large proportion of those who commute by car nowadays are not called on to pay even a large part of their car overheads. Many such cars certainly are registered in the names of their firms or companies and it is their shareholders who carry some of the burden, and taxpayers generally may also share in some of the cost and a great deal of the discomfort. And that is true of weekend joyriders, too, as any of us can see from the high percentage of undisguised trade vans which throng our open spaces on holiday jaunts all through the summer and autumn.

THE NOBLE ART. Lady Summerskill lost in the Lords her long fight to make professional boxing illegal. The world is in a mood of inquiry and there is something to be said for an inquiry into the rules and practices of professional boxing, and the Royal College of Physicians is prepared to consider the lines of a medical inquiry which, if approved, will receive the backing of the Home Office. And that is about the most that can be expected today. The risks in professional boxing are a recent scare. Over the years, fatal accidents *pro rata* probably have not exceeded those among cricketers and footballers. Amateur boxing is very popular on TV and I like watching it. I like to see the competitors hug each other after three gruelling rounds and I wish that in this country there were as many amateur boxers as there are fans of bingo, pools, twists, and various other nonsenses. It is the setting and the commercialising of professional boxing that makes it disgusting to me. No one likes to think of fat and flashy wide-boys getting rich on the powers of endurance and skill of boxers, and the sight of the cigar-smoking audiences at a championship fight always reminds me of a Hogarth picture of a cockfighting ringside. But I should be sorry indeed if the noble art of self-defence (with fists, not flick knives) died out in this country in boys' clubs and in the Services. For these contests are managed with integrity, fought out with true sportsmanship and rewarded with something approximate to a laurel wreath, certainly not with a huge money prize of which the bulk may stick in the fingers of a slick promoter and a watchful Mr. Bloodsucker. At the age of nine, I bought my first edition of *Rodney Stone* and I have it still, very tattered. At no time in my life did I feel any disgust over the rough stuff of " the smith's last battle " with " Crab " Wilson. I reserved my disgust for Sir Lothian Hume and his Gloucester thugs. Jackson, Dutch Sam, Belcher and the rest fought dozens of rounds to the last gasp with bare fists and, then as now, it was the ringside and not the men in the ring which turned sporting patrons from the noble art, in disgust. In the first years of the nineteenth century this nation needed guts and got them; and in the latter half of the twentieth, a noble art of self-defence may well be needed, if we are to survive and overcome our insidious enemies and vices.

Dr Ramsey, the Archbishop of Canterbury, passes Westminster Abbey on his way to St. Margaret's Church

LEARNING WITHOUT TEARS. I was born too soon, and educated the hard way. This business is being simplified every day. In Alberta, Canada, for instance, a new method of teaching mathematics in the elementary grades will make this subject sheer pleasure and profit. It is quite true (and proof of the dark ages of education in my youth) that the new method is unintelligible to me. It " seeks to stress three abilities ": (1) To understand mathematical symbols; (2) To translate a problem situation into the language of mathematics; (3) To perform the mathematical manipulations. These three abilities were not stressed in the right way in my schooldays. I felt the stress but gained none of the abilities. So much for 'Rithmetic. Then for Reading and 'Riting. The N.U.T. has disclosed that basic reading hinges on only thirty key words, and, with 300 other commonly used words thrown in, the modern child has had it. These supplementaries include twenty-one nouns only, and range from " a " to " yes," " apple " to " water." In a " reserve " group, " draw," " write " and " pencil " are selected as types of optionals. By these means, however young, however old, you can acquire mastery of the three R's after one year's study. I looked in vain for the word " definitely " and the phrase " *you* know " among the optionals. It seemed to me that these words are basic in " on-the-street " TV interviews. But, of course, the new system will rightly eliminate them. They are not necessary and it is time they were superseded.

BEATING AIRPORT FOG. Certainly a safe and cheap device to eliminate fog on landing grounds is overdue. A German professor claims to have found one which would add only £4 to the cost of a safe landing; and that one must reckon economical. We have learned by experience of warming our houses that the quickest device for warming a room is that which sucks up the cold air as a preliminary to pushing out heat. And if high-speed propellers placed down the sides of runways can suck up fog and also create the necessary " hole in the fog " to provide adequate visibility, then I hope the professor's device will quickly be imported from Germany. The next stage will no doubt be to build-in on the aeroplanes themselves those high-speed propellers which can suck in the fog over hills and tall forests, or dissipate it ahead of the pilot. And since nothing seems impossible in Science in the development of new ideas, we must hope that the perils of mist and fog in flying and landing may soon be eliminated.

THE OLD STAGER

PEOPLE IN AFRICA

Although other parts of the world have been more prominently in the news recently, Africa continues to simmer with activity. Mr. Butler, discharging his duties as the British Minister responsible for Central African affairs, arrived in Salisbury for his first visit, to a background of strikes and unrest in the African townships of the Federal capital. After talks with Sir Roy Welensky, the Federal Prime Minister, and Sir Edgar Whitehead, the Prime Minister of Southern Rhodesia, Mr. Butler progressed to Nyasaland to meet Dr. Banda, leader of the Malawi party, who wants to take Nyasaland out of the Federation. In Salisbury Sir Roy's new Government was getting down to work after his party's victory in the Federal elections—a victory made easier by the boycott of the elections by most opposition parties.

On the move at last were Baluba refugees from the camp outside Elisabethville, in the troubled Congo province of Katanga. These were the first group to be taken by the U.N. for resettlement in South Kasai, a predominantly Baluba area. The U.N. have also been active in Tanganyika, where the Special Committee on Portuguese colonies has been interviewing refugees from neighbouring Mozambique.

Mr. Mennen Williams, the U.S. Assistant Secretary for African Affairs, arrived in Kenya on his second visit. Also in Kenya was the British Chief of Imperial General Staff, General Sir Richard Hull, who stressed the need for a unified defence force for East Africa. He had come to Kenya from the Central African Federation.

Mr. Butler, the British Minister in Charge of Central African Affairs, with Sir Edgar Whitehead, the Prime Minister of Southern Rhodesia

Indian U.N. troops guard the rear of the first train of Baluba refugees to leave Elisabethville

Sir Roy Welensky, Prime Minister of the Central African Federation, with the Earl of Dalhousie, the Governor-General of the Federation

Centre is Mr. Marof, of Guinea, Acting Chairman of the U.N. Special Committee on Territories under Portuguese Administration, with Mr. Swai (left), Tanganyika's representative at the U.N. and Minister without Portfolio, and Mr. Ivan Smith, of the U.N. Technical Assistance Board

Two members of the new Federal Government of Rhodesia and Nyasaland: Mr. J. A. Clark, the Minister of Commerce and Industry, and Mr. Lewanika, Parliamentary Secretary at the Ministry of External Affairs

Baluba refugees from the camp outside Elisabethville crowd into a train on the first lap of the journey to Kasai where they are being resettled

The cheetah, mascot of the 1st Battalion, Rhodesian Light Infantry, is shown to General Sir Richard Hull (left), at Cranborne Barracks, Salisbury. Right is Major-General R. Long, Federal Chief of Staff

From left are Mr. Freund, U.S. Consul-General in Kenya; Mr. Ngala, leader of Kadu; Mr. Mennen Williams, U.S. Assistant Secretary of State for African Affairs; and Mr. Kenyatta, leader of Kanu. Mr. Williams commented on the improved understanding of U.S. African policy by Kenya Europeans

THE VOICE OF THE COMMON

GREAT BRITAIN

The Government's view about the Commonwealth

" For reasons of history, geography, and economics, each member country naturally sees the Commonwealth from a somewhat different angle. I will try and explain what it means to us in Britain."

These are the opening words in THE MODERN COMMONWEALTH (Her Majesty's Stationery Office. 2s.), by Duncan Sandys, Secretary of State for Commonwealth Relations. In a brief compass of text, which is illustrated, he sets out to answer three questions: What is the Commonwealth? What holds it together? What is its role in the world?

The Commonwealth today comprises 700,000,000 people in fully independent countries and 35,000,000 in British Colonies and Protectorates. Britain has no desire to hold on to these latter territories, writes Mr. Sandys, " a day longer than is necessary." But, he continues, " we have a duty not only to lead them to independence but also to prepare them for the responsibilities which this involves."

Details are given of the common institutions of the Commonwealth. Mr. Sandys rightly lists as first the Monarch, recognised by all members as the Head of the Commonwealth and the symbol of its unity. The pages on Commonwealth trade are disappointing. The facts of inter-Commonwealth commerce are well known and the statement on the Common Market is merely a repetition of Ministerial utterances over the past few months.

Mr. Sandys is undoubtedly right in regarding the most fundamental issues for the Commonwealth as not the Common Market but race relations and the possible Commonwealth influence in the search for world peace. Here he offers much food for thought. Even in other parts of the booklet, when he is going over familiar ground, he is reminding the reader of matters of great importance. For he is stating what is the British Government's viewpoint in relation to the Commonwealth.

The Prime Minister of Singapore, Mr. Lee Kuan Yew, with Mr. Sandys, Commonwealth Relations Secretary, one of the British Ministers he had talks with during his visit to Britain last week. He also saw Mr. Macmillan, Mr. Maudling, the Colonial Secretary, and Mr. Watkinson, the Minister of Defence. Mr. Lee's talks with the British Government were reported to have been mainly on the question of Greater Malaysia, which, it is proposed, will include Singapore

NEW ZEALAND

Edward Gibbon Wakefield—Centenary of the founder of the Dominion

The man who has been described as the founder of New Zealand died 100 years ago, in May, 1862. Through the advocacy of Edward Gibbon Wakefield, the organised settlement of New Zealand took place from 1840 onwards. " The importance of his achievements in colonial matters can hardly be over-estimated," it has been written of him. " The tangible fruits of his labours are the least part of their result, for all subsequent colonial development has followed the direction of his thought."

Imprisoned and deprived of the hope of an ordinary public career for abducting and marrying an heiress, his thoughts, in prison, turned to the evils of the prison system and the penal code of the time. His efforts after his release had a considerable effect on the abolition of the death penalty for all but the most serious crimes.

Wakefield also studied the transportation of convicts to the colonies and, from this, colonisation itself. *A Letter from Sydney*, written in prison in such a manner as to make it seem that it had actually come from Australia, gave reasons for the failure up to that time of the Australian colonies. South Australia was settled, largely from his inspiration, without transportation.

He then turned his attention to New Zealand, and as a result of his evidence to the select committee on methods of disposing of land in the colonies the New Zealand Association (later Company) was formed, and its intention of settling New Zealand was soon announced. There was initial opposition from missionary interests, but the scheme received impetus because of fear of French designs on the country. However, the Colonial Office did not want New Zealand either, and continued to treat it as a foreign country. Wakefield forced it to annex New Zealand, sending the ship *Tory* secretly with the company's agent to buy land and following this with the first settlers, who left toward the end of 1839. They landed at Wellington in January 1840. The Colonial Office had meanwhile given way to the pressure of the company and fear of French ambitions and the formal annexation of the colony followed in that year.

Wakefield went to Canada, and was elected to the House of Representatives of Lower Canada. Back in England, his enthusiasm for colonisation was revived by a Church of England proposal to settle a colony in New Zealand. After the departure of the ships for this settlement, in Canterbury, he took a share in drafting a constitution for New Zealand.

His conception of colonisation was that it should be carried out by orderly bands of representative British citizens who would form civilised communities. He " warred against the convict system, fought the battle of colonial self-government, was the enemy of the land-shark and the monopolist, denounced low wages and dreamt that the thrifty and well-paid colonial labourer should and would develop into the prospering farmer."

Wellington, named by Edward Gibbon Wakefield after the Duke of Wellington, seen in the 1840's

A recent view of Wellington City and Harbour from the Tinakori Hills. Wellington

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Mr. Kofi Baako, Ghana's Defence Minister, shakes hands with Sir Geoffrey de Freitas, British High Commissioner in Ghana, after the signing of the Agreement in Accra

Field Marshal Ayub Khan, the President of Pakistan, is pictured receiving the degree of Doctor of Laws Honoris Causa at a special Convocation of Karachi University

GHANA

An agreement on military assistance from Britain

Britain will provide a joint naval, air, technical and professional services training team to help in developing the Ghana Armed Forces, under an agreement signed between the two countries at a ceremony held at Burma Camp, Accra, early in May. Mr. Kofi Baako, Minister of Defence, signed on behalf of the Ghana Government and Sir Geoffrey de Freitas, British High Commissioner in Ghana, on behalf of his Government.

A statement issued after the ceremony said that "the long and friendly association of British and Ghanaian armed forces, and for that matter of British and Ghanaian people, will thus continue in a form which suits modern Ghana's new needs."

Mr. Kofi Baako told a Press conference later that the team consisted mainly of Naval and Air Force elements, and also a small Army element in the technical and professional fields, including doctors, dentists, engineers and technicians. He said most members of the team, which is headed by Brigadier C. F. O. Breese, were already in Ghana serving with Air and Naval forces. The Minister said that under the "Visiting Forces Bill," now before Parliament, control of administration and discipline of the team would be, to a large extent, in the hands of Brigadier Breese. He said the Government was paying a greater part of the cost of the team's maintenance. Purchases of British arms and equipment were not a consideration in meeting Ghana's request for the training team, but the possibility was not ruled out.

No specific time limit had been set for the duration of the team's stay in Ghana, though the agreement provided for periodical reviews, taking into consideration Ghana's military needs, the Minister added.

Sir Geoffrey de Freitas said, in answer to a question, that "the British Government's policy was to provide military training teams in Commonwealth countries that asked for them, but the form which the training takes differs widely."

Present at the ceremony were Mr. W. K. Aduhene, Deputy Minister of Defence; Major-General S. J. A. Otu, Chief of Defence Staff; Colonel Gerald Plange, Public Relations Officer for the Armed Forces; Brigadier J. S. Hansen, Naval Chief of Staff; and officials of the British High Commission.

A party of visitors from the Commonwealth are shown round the new Commonwealth Institute Building in Kensington, London, to be opened by the Queen on November 6 this year. It has a distinctive roof of five hyperbolic paraboloids

has been New Zealand's capital since 1865

Ancient chapels carved out of the rock pinnacles in the Cappadocia area of Turkey. **Right:** The door leads to rooms carved out of twin peaks of eroded sandstone. **Below:** The village of Uchisar was dug out of the sandstone pinnacles. **Below right:** A new apartment building made in the rock near the village of Avcilar

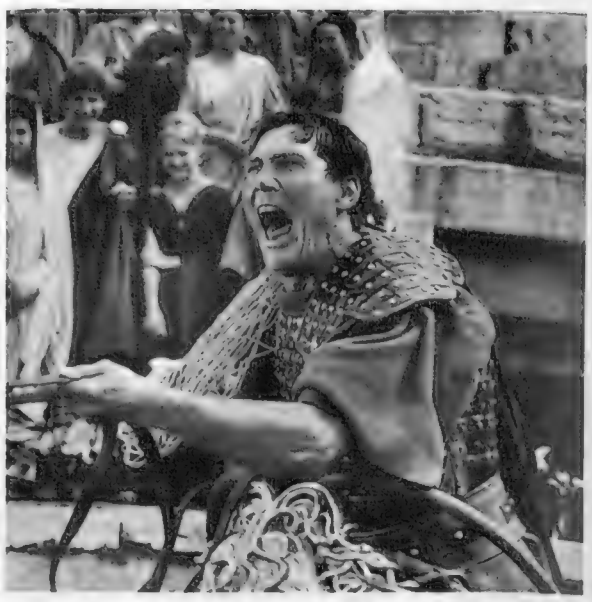
The fantastically-shaped peak in the village of Ortohisar contains early dwellings at the top, abandoned as the surrounding land was eroded. The houses lower down are of a more recent date, and were built into the rock with front walls which were constructed of the excavated stones

ROCK HOUSES OF CAPPADOCIA

Thousands of years ago, Mount Erciyas, near Kayseri in Turkey and the biggest mountain in Asia Minor, erupted to cover the region at its foot with ash and lava hundreds of feet deep. In time, the erosion of rain, wind and sun sculpted the area into a strange region of pyramids, towers and crags of rock in colours ranging from bright yellow to rose pink. It is a region which has always lacked wood, so from the earliest times the inhabitants of this region of Cappadocia have made their homes by digging into the rock towers. Even the beds and tables are carved from the soft stone. As the process of erosion continued, roofs or walls disappeared from the houses, leaving them open to the sky. Some of these early dwellings are now used as storerooms, where the grain, walnuts or honey from the narrow valleys are stored.

The most striking of these rock dwellings are the churches and chapels that were hewn out of the rock, notably in the now deserted village of Goreme. In about the fourth century A.D., a community of Cenobite monks settled there. Their living quarters were cut out of the rock, sometimes on as many as ten different levels in one pinnacle. At ground-level the main doors could be sealed with large stone wheels rolling in grooves. More elaborate were the churches carved out in the tenth and eleventh centuries, shaped in the form of a Greek Cross and brilliantly decorated in the Byzantine style.

In the arena at Rome, Sahak (Vittorio Gassman) fights for his life against another gladiator



Torvald, chief of the gladiators (Jack Palance)

On June 4, the new, luxurious Odeon, Haymarket, of the Rank Organisation, will become only the second big cinema to open in the West End since the end of the war. Situated in an office block on the site of the old Gaumont (which, in its turn, replaced the Capitol), the cinema reflects the changing trends in the film world. It has only 600 seats compared with the Gaumont's 1,300 and is designed to impress with comfort. And chosen to open the new cinema is a film very much in the current cinema fashion. For *Barabbas* is a big, lavish Biblical epic, and one of the best of this well-populated category. It is made in widescreen and Technicolor. Another pointer to the way things are going is that the film was made in Rome, now claiming to be rivalling Hollywood, under the production banner of Dino de Laurentiis, an Italian whose plans are as grandiose as any dreamed of in Hollywood. *Barabbas*, which was directed by Richard Fleischer, is released in Britain by Columbia through B.L.C. Films.

With a screenplay by Christopher Fry based on the novel by Pär Lagerkvist, the epic tells the story of Barabbas, the thief released by public acclaim instead of Christ. It traces his career as, burdened by an uncomprehended guilt, he sees the Crucifixion, is arrested again, spends many years in the appalling sulphur mines of Sicily, and becomes a gladiator in Rome. Finally he joins the Christians, accused of setting the city on fire, awaiting death in the Roman capital. Chief merits of the film are a magnificent performance by Anthony Quinn as the brutish, brutal but sympathetic Barabbas struggling towards comprehension of a world outside his senses, and one of the most exciting gladiatorial combats ever filmed—that between Torvald, the champion gladiator, and Barabbas.

In the climactic gladiatorial combat, Torvald in his chariot bears down on Barabbas (Anthony Quinn), who is armed only with a spear

Mistakenly thinking the Christians have set fire to Rome, Barabbas at last accepts the faith and fights against the Roman soldiers

ENTERTAINMENT

BARABBAS

This spectacular epic opens London's new cinema, the Odeon, Haymarket, on June 4

Barabbas shows his strength in the gladiators' school in Rome. **Right:** Earlier in his life, he wanders through the potters' section of Jerusalem

BRIAN VESEY-FITZGERALD

THE TRUTH ABOUT THE WREKIN

There is a Shropshire saying, " All round the Wrekin to get to Wellington." And that, pretty well, is just what I have been doing. My friend, the late Harold Timperley, himself a Wrekin man born and bred, used to say that the Wrekin could be seen from almost anywhere in Shropshire and that once seen, and especially once climbed, it could never be forgotten. I do not think that I ever really believed that, and certainly not the statement that once seen it could never be forgotten. I put that down to exaggeration born of local patriotism. I had, coming from Wales into England, seen the hill often enough and it had never struck me as anything very special.

But now, to get to Wellington where I had to go to speak to a gathering of local ladies, I have been wandering around Shropshire. Now I know that Timperley spoke no more than the truth. I would not like even to guess from how many points in the county I was able to see the Wrekin.

It does not seem to matter much where you find yourself, there is the hill, either rising at full stature from the plain or else raising its head above the intervening hill-tops. And this is very extraordinary, because the Wrekin is not really very high and is not even the highest hill in Shropshire. It is a mere 1,335 ft. which is not all that high, and does not approach the 1,792 ft. of Brown Clee, the highest point in Shropshire, nor the 1,731 ft. of the Stiperstones or the 1,696 ft. of the Longmynd. And yet it does seem to dominate the landscape as none of the higher hills does. There can be no doubt whatever that it does dominate men's minds.

Timperley in his *Shropshire Hills* quoted from John Randall's *The Severn Valley*:

Salopians are proud of their hill. We remember standing on the summit of Snowdon by the side of Major Edwards, when the guide pointed out the Wrekin, which appeared like a speck in the distance. " I was born on this side of that little hill," said the hero of Moultan, " and often has its familiar form risen before me on the plains of India."

Well, I have often stood on the summit of Snowdon, but I have never seen the Wrekin. I should have thought that impossible: and I believe that, if you consider the distance and especially if you will look at a relief map, you will come to the same conclusion. At a great distance, of course, one speck looks very much like another. I have an idea that that guide, being expert at his business, had been at pains to learn a little of the history of Major Edwards and was out to please!

A view of the slopes of the Wrekin in Shropshire, one of England's most famous and distinctive hills

Personality has been defined as " the sum of qualities and characteristics that constitute individuality." The Wrekin is a most individual hill. It is not just that this ancient weathered rock, rounded under its covering of heather, turf and trees, stands alone and towers above the plain all around. There are quite a number of hills in Britain that follow that pattern: the Malverns, for example. It is that it has a strange mirage quality: the ability sometimes to appear very near and sometimes to seem far away, perhaps no more than twenty minutes later, and when you are actually a good deal closer. There is some trick of light, some play of atmosphere, all around the Wrekin, which gives to the hill a mysterious quality, a shadowy personality, that is highly impressive.

The view from the Wrekin's summit is just as impressive. Timperley can put it much better than I can:

Under the afternoon sun the plain was all hazy light, and the pale glow of spring colour, but the hills were dusky in a deepening monotone of haze. That, I thought, is Shropshire, seen as only the Wrekin can reveal it. Look one way and it lies serenely at ease in the warmth of the sun, look the other way and it is outwardly quiescent but inwardly wild-hearted, haunted by a past both wild and strange.

How very true that is! Shropshire is a county with two faces, of two moods, two ways of life. Geologically it displays a greater variety of rocks than any other county in England, and consequently a great variety of landscape and scenery. I suppose that most people regard it simply as an agricultural county, and with reason since about four-fifths of its area is devoted to agriculture. But the Industrial Revolution began here, in Coalbrookdale, where Abraham Darby first discovered the process of smelting iron with coke: the first iron aqueduct was made here, cast-iron rails were first used here, the first iron boat was made here and launched on the Severn, the first iron bridge was built here over the Severn and has given its name to the town of Ironbridge. Indeed, a county of two faces.

You see the contrast at its closest and sharpest in the town of Wellington. This is a market town (three markets a week). I think you would expect, I know I did, to find a small country town with good black-and-white buildings, for Shropshire boasts some fine black-and-white in its market towns. I saw little black-and-white, and that was unimpressive. For architecturally Wellington is most disappointing and the new building is the inevitable modern " slab "; no doubt good to live in, but not uplifting to look at. Wellington has no plan and no centre, for the simple reason that it is bisected by the railway, so that the parish church is separated from the market place and virtually from the shopping centre. And the railway manages to blacken all the buildings in the vicinity, making the undistinguished brickwork yet more dingy. Visually, I found Wellington a bit depressing.

But it is a misleading place. Those three markets a week, for example. I was in the town on one of them, and I should never have guessed it—except, perhaps, that there were rather a lot of large Jaguars about. Wellington is a market town all right, and the market for a large and prosperous agricultural community: a busy market town. But the atmosphere is industrial, not agricultural. So evident is this atmosphere that I, not knowing anything about it, asked what Wellington did for a living, and got the shock of my life. Nobody mentioned agriculture. They all talked about wheels. I had to ask about the markets and the agriculture. Oh yes, they had markets and they made agricultural machinery. But wheels —pushing another beer in front of me— didn't I know that they made wheels, more wheels than any other town in the world, and sent them all over the world, too. I am ashamed to say that I had no idea at all.

Here, in this rather drab little town, are the two faces of Shropshire, cheek by jowl: three markets a week and wheels, which are exported even to Red China. The place is as surprising as the Wrekin.

International 505's racing on the Medway at Upnor. In Medway Week 505's race for the Yachts and Yachting Rose Bowl. **Below:** Cruisers setting out in the Medway Regatta in 1960

GABOR DENES

YACHTING

Medway Week, which starts this Saturday at Upnor, is a paradox as far as its name is concerned. For although it starts on a Saturday, and finishes on a Sunday a week later, there is no continuous racing on all the days in between. This regatta is a relatively new one in the racing calendar, and has only been in existence in its present form for the last five years.

The organisers are ambitious that eventually it should be as popular and important an event at the beginning of the season as Burnham Week is at the end. Holding a regatta so early in the sailing season, however, has its inherent difficulties, and the number of entries for the days between the two weekends has been found to be disappointing. The main reason for this apparent lack of interest seems to be that people are reluctant to take all or part of their annual holidays in May or early June, when the weather in our climate can be unreliable, to say the least.

To overcome this difficulty, the programme of this year's event has been so arranged that while there is a full racing programme for all classes during the two Saturdays and Sundays, nothing happens on Monday and Tuesday, and there is racing in the afternoons only of Wednesday, Thursday and Friday for the various classes, with the exception of the cruisers. This is better than last year, when the total programme of Medway Week included only one weekend and two weekdays' racing.

The organisation of the Week is a combined effort of six clubs whose headquarters are on the river. In order of seniority these are the Royal Engineers Y.C., the Royal Naval Sailing Association (Medway Branch), the Medway Yacht Club, the Medway Cruising Club, the Rochester Cruising Club and the Sheppey Yacht Club. Although there is an overall Regatta Committee on which each club is represented, each club is responsible for its own different racing days.

The classes taking part include two cruiser classes, with separate races for the Stella Class, which now has eight boats based on the Medway, and will be augmented by others coming from Burnham-on-Crouch. Others racing will be the Dragons, Flying Fifteens, International 505's, National Swordfish, Snipe, National Hornet, Firefly, G.P.14, R.N.S.A. 14-ft. and dinghies of a handicap class. During the first weekend the Hornets will be racing for the Medway Burgee, and the International 505's will be racing for the Yachts and Yachting Rose Bowl.

The Thames Estuary Race, which starts from the Royal Corinthian Y.C. at Burnham-on-Crouch this Saturday and finishes on the Medway, is expected to bring a sizeable fleet of cruising yachts to take part in the Regatta, and it is hoped that nearly thirty boats will take part in some of the events for these classes. Similarly, at the end of the week, the principal event for cruisers, the 90-mile race for the Jane's Cup, is to take them back to Burnham.

The organisers are quite confident that entries over-all will be up this year in view of the new programme, designed in such a way that people can take part without having to take a lot of time off. Sailing on the Medway generally has been enjoying a great boom in recent years for many yachtsmen have discovered that, in spite of the sometimes difficult conditions on the water, this is easily the most accessible yachting area for Londoners. This is especially the case for the large numbers of people who live in the south or south-eastern areas of the Metropolis.

A steamer on Lake Saimaa, biggest of all Finland's lake systems. **Below:** One of the Silver Line's motor vessels

TRAVEL

LAKES OF

By GORDON

Finland will never, thank heavens, be a popular holiday country in the accepted sense of the term, for the combined appeal of its wild nature and modern cities is not one to attract waves of tourists.

Nevertheless, during the past few years it has established itself firmly as a holiday destination for those on that perennial search for "something different." Tourist figures from Britain alone have jumped up from 7,000 to 20,000 in three years, and include many like myself who, having discovered it, have chosen to go again. And that is perhaps the best recommendation for any holiday.

Thanks to the improved Caravelle service of Finnair (via Gothenburg) and a new Comet service of B.E.A. (via Stockholm), the flight from London to Helsinki can now be done in under 4 hours. The tourist return fare ranges from £56 8s. to £75 11s. By various surface routes via Copenhagen and/or Stockholm, the journey averages three days and about £20 second-class single.

Most people now accept that the summers of northern Europe are as warm as those of more southerly regions. There is the additional advantage of long golden evenings—at the height of summer barely broken by a brief twilight. Nearly three-quarters of Finland is covered by forests. It has 60,000 lakes, and about 30,000 islands can be counted off its shores alone. Almost every town-dwelling Finnish family owns a summer cottage, many an island as well, and to this they retire for the best part of three months every year. The visitor, after a few days in Helsinki or Turku (the two most likely entry points into Finland), would do well to follow them out of town.

Excellent and comfortable tourist hotels are scattered about the country, usually amid the most accessible lake systems, thus offering possibilities for excursions by boat as well as by bus or rail. Touristically, there are three main lake systems, across which passenger traffic usually operates from early June to the end of August.

ADVICE ON LAST-MINUTE HOLIDAYS

At this time of the year travel agents are often asked to arrange a holiday at short notice. It is sometimes very difficult to obtain reservations on airplanes, car-ferries and trains as well as to book accommodation at your favourite hotel. It is well, therefore, to remember that a good deal of time can be saved as well as irritating frustrations if you bear in mind the following points.

As the high season gets nearer you must expect to pay more for your accommodation, since it is likely, especially at the more popular resorts, both at home and abroad, that only first-class and de luxe hotels will have rooms available at the time you want to go. Also, by avoiding the end of July and the whole of August you have more chance of obtaining what you want. There is one period between the beginning of July to the middle of that month which is, curiously enough, less in demand than June or the first fortnight of September. This is true both of accommodation in this country and abroad. A general rule, therefore, is to seek out a rather better hotel if you want to book at short notice.

Another tip is an obvious one, and that is to travel mid-week. Then there should be less difficulty in obtaining plane reservations or securing reserved seats or sleepers on trains. To be put on a waiting list usually means disappointment as well as uncertainty until the last moment. It is far better to pick out a departure at an unusual time. For example, if you are prepared to leave for a car-ferry airport in the middle of the night, you can usually find space on the first flights out in the morning. The same, of course, applies on the return journey.

If you have not booked your hotel accommodation beforehand, and arrive at a resort hoping to find rooms on the spot, you would be well advised to look for an hotel out of the town and away from the centre. This particularly applies to anyone driving across Europe, and hoping to find somewhere to stay for the night. A good plan is to arm yourself with an hotel guide and leave the main road, and look for a small village or town which is not on a through road. You can usually get fixed up, provided you don't leave it too late. As the season progresses, so you must start looking for rooms earlier and earlier in the day. In August you shouldn't leave it after 4 p.m. even though this cuts down your day's run.

The best advice of all to give anyone having to make last-minute plans is to consult a travel agent. Their up-to-date and current information about availability of space on aircraft, or reservations on trains, cannot be found elsewhere very easily. All the transportation companies advise them from day to day on the changing situation. Very often travel agents get to hear of vacancies before anyone else does. For instance, the Bergen Line have just advised all travel agencies of space available during the summer. The comprehensive list which they have issued covers not only sailings from Newcastle to Bergen, but also Norwegian coastal round voyages, for which space is very limited in June and July, but with plenty of space on sailings from Bergen in September up to the tenth of that month. For some reason it is now impossible to book a first-class cabin on sailings from Newcastle to Norway from May 31 until June 16. With the exception of the sailings on June 21 and 23 and July 5, 12, 19, however, there is still first-class accommodation to be booked on any of nine departures.

The great benefit of asking a travel agent to help you is that if one service is booked up, he may be able to suggest another unusual and possibly more exciting route. I remember finding car-sleepers from London to Perth fully booked up for the several alternative dates I had in mind, but found I could get what I wanted by taking the car-sleeper from Eastbourne, of all places, to Glasgow. Strangely enough, it proved to be more convenient, and no longer in time.

W. D. C. C.

FINLAND

COOPER

Starting point for the first is Hämeenlinna, an hour and a half by diesel train from Helsinki. It is a pleasant town that combines the quaint and the modern, as well as being the childhood home of Sibelius. There is a good art gallery.

From Hämeenlinna the sleek white motor ships of the Silver Line start their 7-hour journey through sinuous waterways to Tampere. Their first stopping point is Aulanko, only two miles from Hämeenlinna, and the site of the most sophisticated hotel outside Helsinki. It stands in a national park of lakes and woodlands and, apart from the comforts of an international hotel, has a golf course as well as horse riding, tennis, swimming and boating facilities. As do most Finnish hotels, it also provides an opportunity to sample the sauna. In this area there are a number of medieval stone churches well worth visiting, the most famous of which is at Hattula. Its walls and ceiling are covered by sixteenth-century frescoes.

Tampere, the northern terminal of the Silver Line, is known as Finland's Manchester —by virtue of its industries, not its rainfall! But it is also a pleasant holiday town, flanked on three sides by water, and the home of a unique open-air summer theatre with revolving auditorium. From Tampere you can continue a further 8 hours by lake steamer northwards to Virrat, along the route delightfully and appropriately known as the Poet's Way.

Another lake system is Päijänne, a long, narrow twist of water stretching from modern Lahti on its southern tip, to Jyväskylä, an important wood-working centre about 90 miles to the north. Though lake steamers have long been plying the waters of Päijänne, a brand new feature this summer is the introduction of a hydrofoil vessel which covers the distance in 4 hours or so.

Biggest of all the lake systems, however, is the third on my list: Saimaa. This is a fantastic stretch of water, covering nearly 3,000 square miles in the south-east of Finland, and it is an area that attracts me greatly. Its infinite variations on the theme of lake and forest can surely never have been surpassed, especially in the long summer evenings when the sun seems to set endlessly, flinging its colours across the water.

For me, too, the lake steamers of Saimaa hold great appeal—most of them built at the beginning of the century, their wood-fired engines drawing them at infinite leisure between the four corners of the Saimaa compass. These steamers can be used either as a means of getting from one place to another (though not if you are in a hurry!) or as a floating home for a three-day or full week's cruise. Accommodation is in double-berth cabins and you sleep " in port," thus enabling you to visit the various Saimaa townships along the route. Each steamer has a restaurant licensed for beer and wines.

The fifteenth-century castle at Savonlinna

In the heart of Saimaa's lake land and converging point for all its steamers, is Savonlinna, whose fifteenth-century castle is the most famous of Finland's few. It provides a stirring sight, rising sheer from the lake waters. Near Savonlinna is another leading beauty spot, Punkaharju, a narrow forested ridge snaking between the lakes, in places barely wide enough to accommodate the main road that eventually leads to Helsinki.

A final favourite spot of mine is reached in about two hours by bus from Joensuu, another Saimaa-side town. Its name is Koli, where a simple but comfortable tourist hotel, perched at about 1,000 ft., offers immense views in every direction. It is a place for walking and utter restfulness.

I have concentrated these suggestions on the lakes for these offer more hotel facilities than the archipelagos of Finland. Apart from the Aland Islands, flung far into the Baltic half-way to Sweden, the chief hotel centre is Airisto, an hour by bus from Turku, and an excellent base for those who prefer the sea. Turku, the most venerable of Finnish cities, has an old cathedral, a delightful open-air museum, a recently restored medieval castle, and some antique shops that repay a quiet browse.

One final recommendation. Though nature predominates, Finland has made its name all over the world for modern architecture and design. Wherever you go you will find sometimes beautiful, sometimes bizarre evidence of this, often in the most unexpected places. It is worth making inquiries locally concerning new buildings for there are sure to be some designed by one or more of Finland's leading architects.

For further information: Finnish Travel Information Centre, Finland House, 56, Haymarket, London, S.W.1.

A view of what the first-class cabin in the forward part of the de Havilland Trident will look like when the jet airliner goes into service with BEA in 1963-64. The widely-spaced seats are four-abreast and headroom is 6 ft. 7½ in. Typical seating arrangements for BEA Tridents will be for 77 people, 18 in the first-class cabin and 59 in the economy-class

BOOKS

NEW WORLD SAINTS

Frances Parkinson Keyes' biography of two South American Saints; more unusual people; this week's various fiction

Mrs. Frances Parkinson Keyes' new book, THE ROSE AND THE LILY (Peter Davies. 30s.), is not, as many of her admirers may have been expecting, a romantic novel but the story of two South American saints of the sixteenth and early seventeenth centuries. Prefaced by the Nihil Obstat of the *censor librorum* and the Imprimatur of Cardinal Spellman, Archbishop of New York, the book is officially and impressively declared by the Catholic authority free of doctrinal or moral error. It is also, since Mrs. Keyes is an accomplished writer, an extremely readable history of two beautiful women who found their several ways to the Calendar of the Saints under the Spanish colonial regime of the New World.

DIVIDED LOYALTIES (Hamish Hamilton. 21s.) is Madame Janet Teissier du Cros' own story of her life in France during the war: a Scotswoman married to a Frenchman and left with two children at his home in the Cevennes when he rejoined his regiment after Munich, she and her little family survived the war, the years of separation with no word from her husband, the severe under-nourishment, the alarms and the brutal shocks of living in a conquered country. Not only did she survive it but with a clear enough memory and an objective enough view to be able to write the most brilliant book about the French and the British—as she understands them—that I have read for many years.

One of the very few generalisations which one may make about books is that those by doctors, or about doctors, are apt to sell very well, and I am not referring to the works of Dr. W. Somerset Maugham or Dr. Cronin alone. Now comes THE ADVENTURES OF A DOCTOR (Robert Hale. 18s.), by Dr. E. Martinez Alonso, to show good reason why this reading trend should exist. Dr. Alonso graduated in medicine both at Liverpool and Madrid; he commanded a surgical unit in the front line during the Spanish Civil War; worked for the British and Polish Embassies in Spain during World War II and organised escape routes for P.O.W.s from France, eventually using one of them himself. In England he worked as a surgeon from 1942 to 1946 and since the war has been surgeon in the Red Cross hospital in Madrid. His account of his experiences is told with admirable simplicity and effect and also with great humour. I don't doubt for a moment that it will be added to the list of doctors' best-sellers.

Mr. Tom Ronan, distinguished Australian novelist, has written a biography of his father which not only is an extremely entertaining book but will teach you more about Australia from the 1880's to the 1920's than any book I can remember out of hand. DEEP OF THE SKY (Cassell. 21s.) tells the story of old Jim Ronan, stockrider extraordinary, gambler, fighter and, in his own way, philosopher; a man who might have been the original for at least one of Arthur Upfield's outback characters and who, again in his own way, made history. A splendid book, exciting, stirring and, above all, authentic.

Photograph by Anthony Crickmay

MAGGIE SMITH and Terry Scully in *The Private Ear*, one of two plays by Peter Shaffer making up the double bill, *The Private Ear* and *The Public Eye*, at the Globe, London

DOWN THE GOLDEN MILE (Heinemann. 18s.) is a novel by Mr. Stuart Gore which takes the Australian saga a step further. This contemporary tale of gold-mining in conditions of unbelievable heat and hardship, of conflict between Australians and new settlers and of the violence just below the physical and emotional surfaces, is well worth reading and has all the authority of a writer who is a renowned expert on his own tough and beautiful country.

The five stories which make up the contents of THE GOLDEN ORIOLE (Michael Joseph; 16s.) are examples of a form which Mr. H. E. Bates has mastered, perhaps better than anyone writing in the English language. The *novella*, a longer short story with all the completeness of a novel, is not an easy shape to accomplish but it perfectly suits the subtle and deceptively simple talent of this writer whose warmth of feeling, nostalgia within bounds and exquisite simplicity of expression have very few rivals indeed. His insight into character—women's quite as much as men's—is exceptional. It could be used in cruelty and never is. Indeed, there is a tenderness about these stories which is part of their intrinsic magic. I do suggest that you read and enjoy them for yourselves.

CORNWALL ROAD (Secker and Warburg. 18s.) is a novel which proves once again how magnificently Mr. Louis Battye can evoke the scenes of his native Yorkshire and how well he can set his characters against the background of an industrial town in the West Riding of Yorkshire, understanding its harshness and ungenial climate but bringing its people to life as the resilient, vulnerable or clear-sighted human beings that they are.

The next two novels come from Spain and from Holland. First, Señor Juan Garcia Hortelano's SUMMER STORM (Weidenfeld and Nicolson. 18s.), which is the winner of the Prix Formentor for 1961 and seems

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MARSHALS OF FRANCE

R. F. Delderfield on the Napoleonic Wars

The twenty-six Marshals of France, from Murat, the inn-keeper's son who became King of Naples, Masséna, the smuggler and fruit seller who grew rich on the loot of Europe, to Poniatowski, who sought in the trade of arms freedom for his beloved Poland, were created by Napoleon in the brief years of the Empire to consolidate the glory of France and the Emperor's dynasty. On the whole they were a raffish lot, and only the odd one or two, like Davout, the master tactician and hero of Auerstadt, and Soult, who had fought so gallantly in Spain, really knew what loyalty meant. For the most part Napoleon ruled them with the levers of fear and patronage, and once the Empire began to crumble the so-called loyalties crumbled also. In THE MARCH OF THE TWENTY-SIX (Hodder and Stoughton. 25s.) R. F. Delderfield presents this band of extroverts against the background of the Napoleonic campaigns. He has culled his information from many sources. This is a fascinating volume, and far from flattering. Even Michel Ney, the bravest of the brave, emerges as a strange, unpredictable, wildly explosive fellow, only touched by greatness when within sound of shot.

Just as the Napoleonic wars have produced a century and a half of Napoleonic literature, still running in spate, so has the American Civil War attracted the unremitting attention of historians. Bruce Catton has already written a one-volume history, *This Hallowed Ground*, seen from the Union side. Now in THE COMING FURY (Victor Gollancz. 45s.) he begins a three-volume history taking us from the crumbling administration of Buchanan and through to the first set-piece battle when North and South tried conclusions at Bull Run, two citizen armies with no idea of the terrible struggle that would ensue. Mr. Catton is a fine writer with a narrative sweep that in a measure must stem from his mastery of complex detail and his ability to see the whole picture of events. He could not have made a better beginning to his trilogy.

It is a strange fact that the Nazi who sought to end the Second World War should have been the longest incarcerated for crimes against peace; but that has been the fate of Hitler's deputy leader, Rudolf Hess, whose dramatic flight to Scotland in May 1941 upset alike his colleagues and his foes. James Leasor tells the story of what happened before and after the flight in RUDOLF HESS: THE UNINVITED ENVOY (Allen and Unwin. 21s.). Mr. Leasor has had access to certain British and German sources not hitherto available, and his book has all the aspect of a piece of first-class reporting. Perhaps the most interesting part of the book is the light that it sheds on the character of Hess. He was certainly a yes man, a shadow to his leader, but the German people admired him greatly for his bravery, his physical strength, his love of home, and his lack of ostentation.

Salvador de Madariaga, that unyielding opponent of Communism and staunch supporter of democratic liberties, has lately made a tour of many of the Latin American countries. What he has seen and heard causes him grave disquiet. In his book LATIN AMERICA BETWEEN THE EAGLE AND THE BEAR (Hollis and Carter. 21s.) de Madariaga reports his findings in these lands where he sees that liberal democracy is in dire peril. The " good boy " of the class is clearly the commonwealth of Puerto Rico. It is the author's view that, if America had federated this island with Cuba and Dominica, the Caribbean world would be a happier place.

A RACING DRIVER'S WORLD (Cassell. 30s.) is a new and revised edition of the autobiography of Rudolf Caracciola. The book was first published in 1955, four years before the author's death, An epilogue by Allan Zane, of Daimler Benz, rounds off the story of a great career lived in the shadow of danger and dedicated to the motor industry.

Michael Green's THE ART OF COARSE SAILING (Hutchinson. 12s. 6d.) is a hilarious tale of experiences at sea and on the Broads (" where one can experience every form of marine disaster without actually going to sea "). This is a book for every mariner's shelf. Most readers will regret its brevity.

Richard Edmonds

destined, if not for the cinema screen then at least for a wide reading public. The atmosphere is of a Spanish *dolce vita*; a summer beach colony of rich people whose music is as much the chink of ice in a whisky glass as the strumming of a guitar. Señor Hortelano has a realistic style and the story he tells has all the impact of an explosion in a quiet bay. THE DARK ROOM OF DAMOCLES (Heinemann. 25s.) is by the Dutch author, Mr. W. F. Hermans, a powerful and controversial writer in his own country and likely to be well regarded in this. His plot concerns the adventures, both physical and spiritual, of a man in the Dutch Resistance coming face to face with a personal enemy even more implacable than the Germans. Well written, and well translated by Mr. Roy Edwards.

Historical novel of the week is THE GAME OF KINGS (Cassell. 21s.), an ambitious first work by Mrs. Dorothy Dunnett, who has written about Scotland in the mid-sixteenth century, its defeat at the hands of an English army and the aftermath of outlawry and civil strife. Great verve and a high degree of technical accomplishment on which a new novelist must be congratulated.

Vernon Fane

WILKES FOR LIBERTY

That George III retained his sanity as long as he did proves his toughness. John Wilkes must have sent a lesser man to the madhouse even before his mayoralty in 1770. With a government of "courtiers," with the President of the Hell-Fire Club as a Chancellor, and with such men as Bute, Grafton, Rockingham, Egremont and North in chief offices of State, Wilkes' target was a sitter. In his character there were elements of Alderman Beckford, of Brummell and of Bottomly, Bradlaugh and Dilke: snobbery and sheer cheek, moral courage, demagogy in the name of freedom, and the power of mass-deception.

But Wilkes was unique. In wit, resource, courage physical and moral, in evasion and strategy, he outshone all competitors in his *genre*. He was highly educated and, oddly enough, a "family man," devoted to his mistresses, his daughter Polly and his bastards. He lived a life of infamy and died in the "odour of sanctity" (of a kind), insolvent to the last. He was headline news for half his life, and his achievements were by no means negligible. He *did* reduce the power of the Crown, increase the influence of Parliament, safeguard the liberty of the subject and accelerate a number of humane reforms. As a City magistrate he was efficient, as a "trainband captain" dependable. But when we gird at the inefficiency of Government, at the intrusions of the Press and at low moral standards in private life in our day, let us remember the age of Wilkes—and thank God for progress.

Major Chevenix Trench, in his PORTRAIT OF A PATRIOT (Wm. Blackwood. 30s.), has made admirable use of his subject and has produced a biography as constantly diverting and as authoritative as any I have read in recent years. His style, pointed with quiet wit, is admirable, his sources exhaustive. Wilkes being what he was, it is the less extraordinary that so much Wilkesiana remains in public and private archives. He spent half his life throwing bombs and squibs. He was "out in the '45" with a vengeance! His "relics" were as treasured as the Young Pretender's. One word in defence of his pornography. It was a fashion of his day, even in public life. On the Chatterley standard, it could be argued that it was less inspired by lust than by revolt against hypocrisy. Yet, no doubt, Hogarth's famous sketch etches in vitriol the essence of his active life. Wilkes remains English History's No. 1 card.

John Gore

LOCK UP YOUR DAUGHTERS: Squeezum (Bernard Miles) is teased by Hilaret (Sally Smith) in the revival of the musical adaptation of Fielding's comedy at the Mermaid Theatre

TWO MUSICALS

Bernard Miles' revival of his much renowned musical version of Henry Fielding's *Rape Upon Rape* stars Bernard Miles himself as Squeezum, Hy Hazel as Mrs. Squeezum and Sally Smith as Hilaret. The music is by Laurie Johnson and the lyrics by Lionel Bart. Last week also saw another musical open in London—the American show, *Little Mary Sunshine*, set in the Rockies at the turn of the century. It stars Bernard Cribbins and Patricia Routledge.

LITTLE MARY SUNSHINE: A chorus scene from the new musical at the Comedy Theatre

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Eric Mensforth

Mr. Eric Mensforth, C.B.E., M.I.Mech.E., F.R.Ae.S., is chairman of Westland Aircraft Ltd., which, as a result of the Government's rationalisation of the aircraft industry, is Britain's only major organisation designing and making helicopters; deputy chairman of John Brown and Co., Ltd., the shipbuilding and engineering, tool and machine tool group; and chairman of Firth Brown Tools Ltd., of Sheffield. Born in 1906, Eric Mensforth was educated at Altrincham High School, University College School, and King's College, Cambridge, where he gained a first-class degree in mechanical sciences. He qualified professionally at Woolwich Arsenal, in Germany, and at some of the leading British firms in various engineering fields. During the Second World War, while managing director of Westland Aircraft, he became chief production adviser to the Ministry of Aircraft Production. He joined John Brown after the war and has travelled widely in extending the group's operations. One project in which he was particularly interested was the establishment in Central Africa of an important smelting industry—Rhodesian Alloys Ltd.—one of the factors leading to the Kariba Dam scheme. His aeronautical career has included pioneer work in the production of British rotary-wing aircraft and the building of London's only Heliport in operation at the moment. Mr. Mensforth has been a keen climber for many years and is a member of the Alpine Club. He was closely associated with the development of the oxygen equipment which was used on the successful Everest and Kanchenjunga expeditions. Married, with three daughters, Mr. Mensforth lives in Sheffield, where he is a Searcher of the Company of Cutlers in Hallamshire

NEDDY SETTLING DOWN

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

If you come out of the main entrance of the Treasury in Great George Street and turn sharp left, walk down that side of Parliament Square and cross Whitehall on your way towards Westminster Bridge, you will come to a newish building opposite the Houses of Parliament called St. Stephen's, like the tavern and some other establishments nearby. On two floors of this, the establishment known as Neddy, the National Economic Development Council, is gradually settling down into its new routine. From there, just beside Parliament, it's only about another five to 10 minutes' walk along to Smith Square, beyond the bulk of Transport House, to Great Smith Street, where there is another discreet office called the National Institute of Economic and Social Research. Take this little walk around a few blocks, and you have encompassed the main intellectual centres of British economic planning.

There should be a well-defined demarcation line between the planners of the Treasury and the new-style planners of Neddy; and in terms of formal responsibility the third band of economists and statisticians in Smith Street is outside the planning picture. The Economic Section of the Treasury supplies the analysis of policies required by the Chancellor of the Exchequer in his task of adjusting the economic climate of the country from year to year, month to month, in and between Budgets. Neddy has a much longer perspective. It looks several years ahead, considering for example whether Britain can manage a faster rate of growth over about the next five years and what this will involve for particular industries.

The National Institute is an academic body without any official duties at all; it carries on many kinds of economic studies. But for a few years now it has been running a continuous, periodical scrutiny of the state of the British economy in its *Economic Review*. This was not financially backed by the Government, nor has Whitehall any control over what it says—though when it began the Treasury did release one of its own top economists, Mr. Christopher Saunders, to become the institute's director. On the other hand, there is a good deal of continuing interchange between the official economists and those of the institute, in terms of personnel.

This institute watches the day-to-day development of the economy as closely as the Treasury has to. It expresses its own opinions on this publicly, and sometimes criticises the policies of the Treasury; as it will, no doubt, those of Neddy. Between the three bodies there is a close, informal link of expertise. And while individual academics from elsewhere from time to time have considerable influence on the policies of particular ministers or the whole Cabinet, it is within this triangle, in future, that one can expect the main policies of short- and long-term economic planning to be thrashed out.

Entry into the new era of British planning that Mr. Selwyn Lloyd decided upon last year is not proving too easy. There were the long periods of uncertainty about which industrial interests would, or wouldn't, join the development council. Sir Robert Shone, appointed as its director, has not found it too easy to recruit the experts he wants: people of the necessary calibre may not be able to move to a body that in terms of employing its staff can engage only in rather short-term planning. Establishing the practical scope of the new planning organisation, and whether it will and will not overlap the responsibilities of the Treasury and other Government departments, will take more than paper directives; the working relationship has to develop.

More than these customary difficulties of bringing any new organisation into being, however, has been the uneasy working out of Mr. Lloyd's economic policies during the period. Planning was not his only experiment. His "incomes policy," which was new for any politician at least since Sir Stafford Cripps, has not been wholly unsuccessful; but it has taken some pretty hard knocks. The last one was surrender in the docks. The Government, which had counselled a general policy of wage restraint even if employers in certain industries were ready to pay more, suddenly caved in and prevailed upon employers who had been willing to pay nothing to pay a lot more than the famous 2½ per cent. Inevitably the ministers looked silly—from Mr. Lloyd whose basic policy was in question, to Mr. Hare who found out at the pinch that he had no wages policy at all, and to Mr. Enoch Powell, who was left to bear public opprobrium for "being mean to the nurses."

This practical failure within one new policy somewhat blurred the effect of a first step towards the other—long-term planning. The development council, at its first full-dress meeting, instructed its experts to consider the implications of a general rate of growth in national production of 4 per cent. up to 1966, which is about twice as fast a rate as Britain has been achieving lately.

Neddy didn't say that Britain certainly could achieve this rate; it asked Sir Robert Shone to work out what doing so would involve, in terms of particular industries, imports and exports, and Britain's financial reserves. But this figure of 4 per cent. was one that the Chancellor had also mentioned during the budget debates as the increase that the Treasury believed might be achieved during the next twelve months. Unless Sir Robert should come out with some cold-blooded reasons why continued growth at this rate simply can't be kept up, we can say that for all intents and purposes Britain has once again been set a "national target."

The country hasn't had any of those since the earlier years of the post-war Labour governments, when the political zest for planning was there but the machinery simply wasn't, in terms of economic data and expertise. At that time "an increase in the national income of 4 per cent." would have been simply an encouraging form of words; there were no officially-accepted estimates of the national income, and hence no way of measuring whether the requisite growth was occurring or not.

It has been one of the paradoxes of political economy in Britain since the war that not until the Conservative governments came into power—then disliking planning—did any real build-up of economic data and staff occur within the Treasury and other government departments. Mr. Macmillan improved the country's "statistical Bradshaw"; more and more economists and statisticians were brought into the Civil Service or moved up within it to key positions. By the time the politicians had come full circle, with a Conservative Chancellor opting for (Conservative) planning, Whitehall was a good deal better placed to go in for it than ever before.

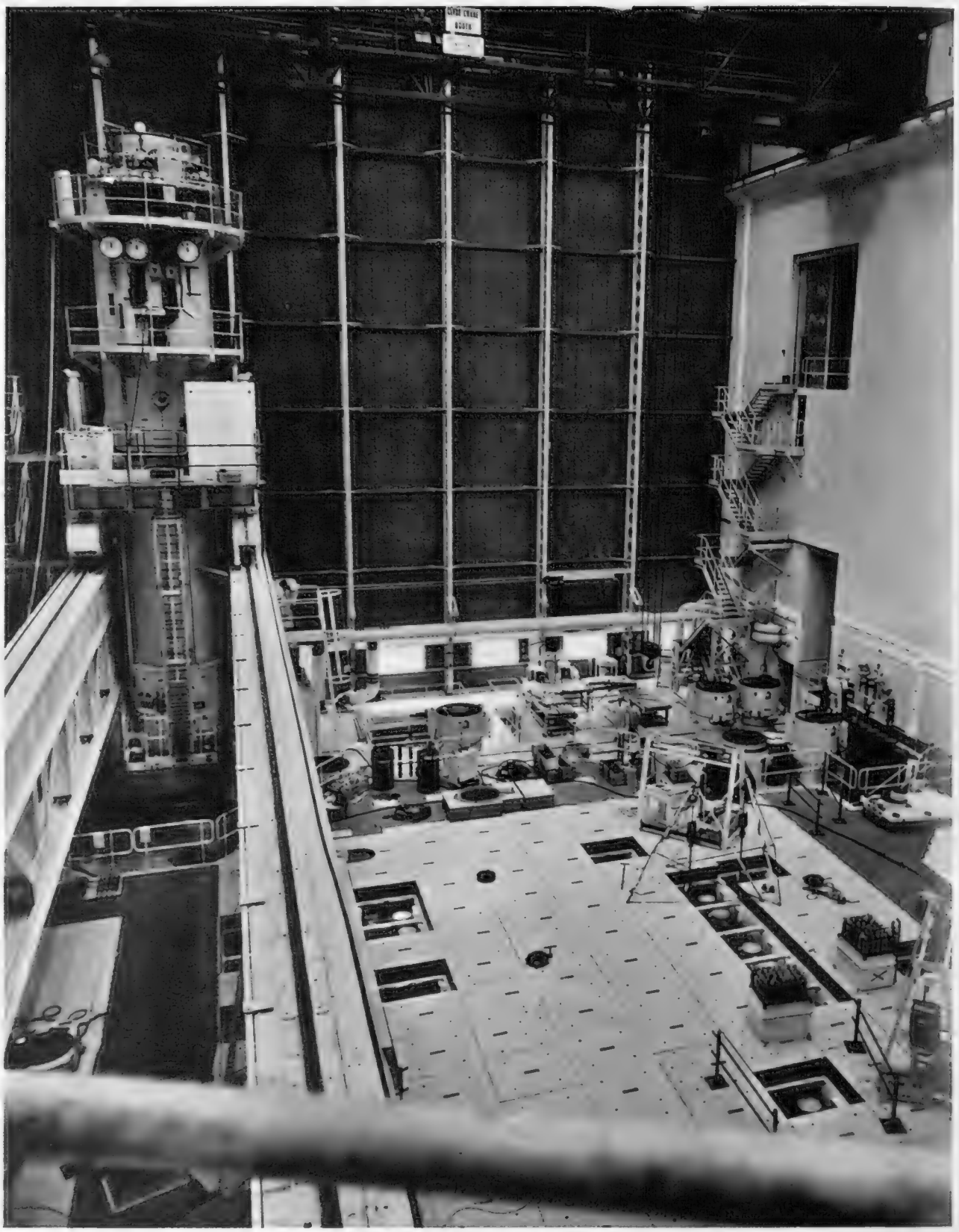
Sir Robert Shone (centre), the Director-General of the National Economic Development Council, talks with Mr. G. R. A. Wilson of Spear and Jackson Ltd., of Sheffield, who is demonstrating his company's methods of selling at the Eighth International Hardware Trades Fair at the Empire Hall at Olympia, in London. To the left of Sir Robert Shone is Mr. George Woodcock, General Secretary of the Trades Union Congress. Both Sir Robert Shone and Mr. Woodcock addressed the guests at the opening ceremony of the fair last week. Probably the biggest of its kind to be held in Britain, the show was of all kinds of hardware, from builders' equipment and paint to cutlery

Whether Neddy will succeed in gingering up the economy is another thing. This depends not only on the quality of its proposals, but on the extent to which industry accepts them. Wisely, Mr. Lloyd shifted the main nexus of planning outside the departmental orbit; he made the council representative of different parts of industry, though by no means a mere band of delegates of different vested interests. How far the medium-run plans of Neddy affect the short-term planning of the Treasury itself can only be decided in practice. Nor can it avoid an interest in the success or failure of the Government's "incomes policy," which certainly has a big influence on the chances of achieving growth without inflation. But the direct responsibility for that policy is something Neddy is likely to avoid quite firmly—and wisely. Planning is one thing; so far, people aren't even making much fun of it. Telling people they can't have more pay is another. That's up to the politicians—when they can muster the nerve.

NUCLEAR POWER IN ESSEX

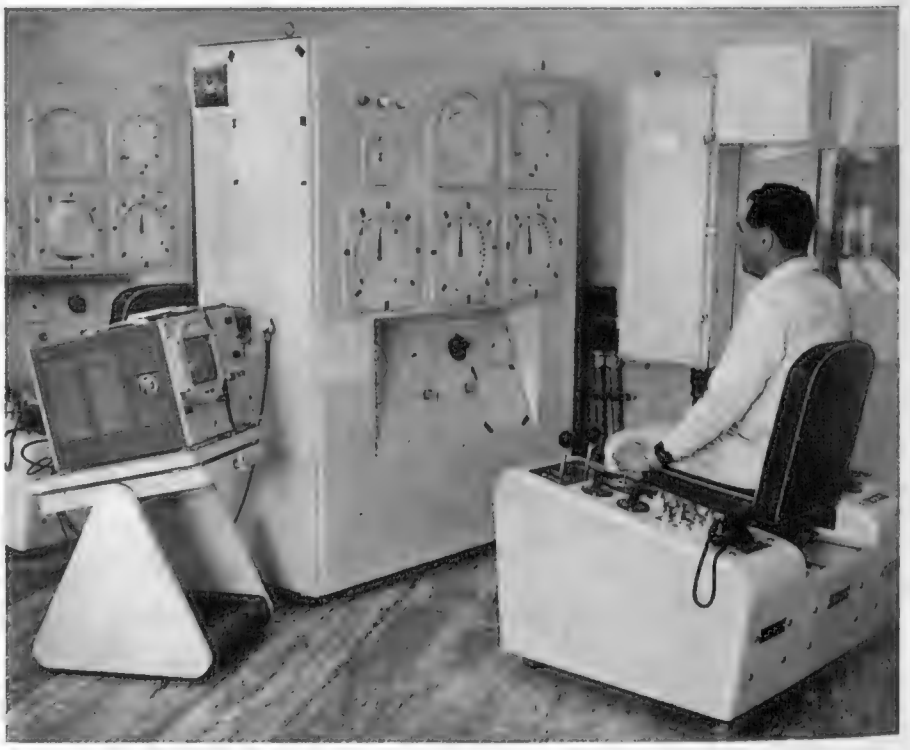
The Nuclear Power Station at Bradwell-on-Sea, in Essex, is shortly expected to be in full operation, linked to the National Grid. Bradwell was one of the first nuclear power stations to be designed in Britain. Work began in January 1957, but various delays have caused it to fall behind schedule. Both reactors have been charged with fuel elements and have gone critical. Constructional work is now complete and the giant 200-ton Goliath crane which was used to place the heavy boiler and the reactor structures, is being dismantled.

The reactors each consist of a vertical cylinder of graphite blocks, containing about 2,600 fuel elements from uranium rods. The reactors are held within steel spheres designed to withstand a carbon dioxide pressure of 130 lb. per sq. in. When Bradwell starts operation it will have a total net output of 300 Megawatts. The contractors at Bradwell for the Central Electricity Generating Board are the Nuclear Power Group, which consists of the A.E.I.—John Thompson Nuclear Energy Company Limited, and the Nuclear Power Plant Company Limited.



Fuel-loading in progress above the No. 2 reactor at the Nuclear Power Station at Bradwell-on-Sea, in Essex

A general view of the main turbine hall



A technician keeps a watchful eye on the equipment in the charge machine control room

The new Chelsea Barracks in London are nearing completion. Background is Battersea Power Station. Costing approximately £2,250,000, the barracks will house the 1st Battalion, Grenadier Guards, the 2nd Battalion, Coldstream Guards, and the regimental bands of the Irish Guards and the Welsh Guards. Married soldiers' quarters are in two 14-storey blocks, giving a total of 104 flats. Other buildings include the Officers' Mess, an educational and instructional block, a swimming pool and a gymnasium. The only feature of the old barracks to be retained is the Military Chapel. Contractors for the new buildings, which are faced in brick and Portland stone, are Gilbert-Ash Ltd.

LIVING QUARTERS FOR THE MODERN SOLDIER

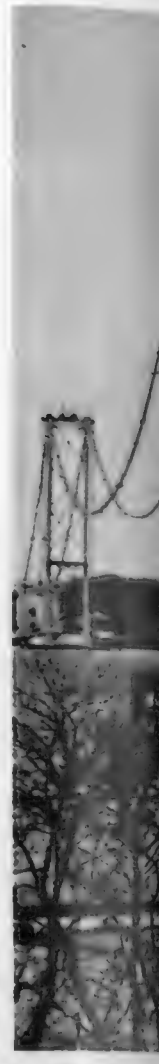
NEW LANDMARKS

One of the workmen engaged on the construction of the new Forth Road Bridge, in Scotland, walks up part of the main cable in the centre catwalk mesh of the 3,300-ft. main span. Centre is the spinning wheel used to stretch the cables between the towers and in the background is Dunfermline

Being built at a cost of between £16,000,000 and £17,000,000, the new Forth Road Bridge will be the longest suspension bridge in Europe. It is due to be opened in the middle of next year. Work is well advanced on the task of spinning the cables of high tensile wires to support the roadway between the towers. Spinning is due to be finished this summer and then the main span of roadway, 3,300 ft. in length, will be started. Already other sections of the roadway, constructed from steel box-sections, are being hoisted into position. It was announced last week that the £6,057,521 contract for the steel superstructure of the Severn Suspension Bridge had been let to Associated Bridge Builders Limited, a consortium formed by Sir William Arrol, Cleveland Bridge and Engineering, and Dorman Long (Bridge and Engineering), the three companies building the Forth Bridge. Specialised spinning equipment used on the Scottish Bridge will be transferred to the Severn Bridge, which will be 5,240 ft. long and will form a part of the London to South Wales motorway.

Another gigantic and complicated structure going up in Britain is the Distant Early Warning Station at Fylingdales, in Yorkshire, part of a chain of long-range radar stations in the Western Hemisphere. A feature of the site is the steel access tunnel through which technicians and other workers will pass to gain access to the station and which will protect them from radiation effects produced by the powerful installations.

Construction was recently finished of the Basrah Petroleum's new deep-water Khor-al-Amaya terminal, standing on steel legs in some 80 ft. of water in the Persian Gulf. It was built at a cost of £22,000,000 for the oil company, one of the Iraq Petroleum Group. Some 1,300 ft. long and 240 ft. wide, the terminal was built by the Joint Venture Group, comprising Raymond International (U.K.) Limited, Richard Costain (Middle East) Limited, and De Long (Overseas) Limited. Two sections were built in England at Swan Hunter's Wallsend (Tyne) yard and towed 7,000 miles to the Gulf.

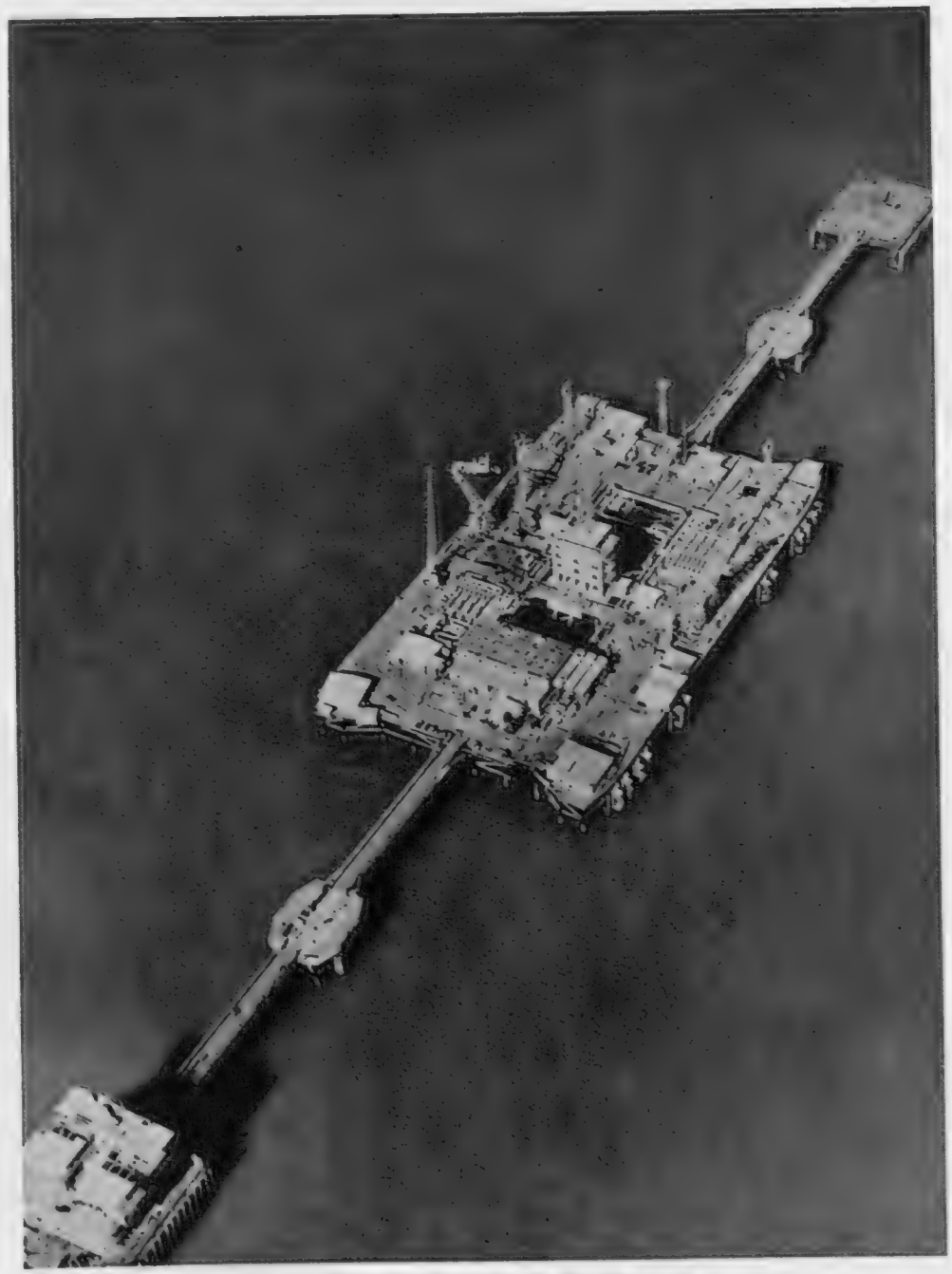


A view looking

The mile-long ap

f the new Forth Road bridge, spanning the Firth of Forth between North and South Queensferry. In the background is the Forth Railway Bridge

unnel of the radar Distant Early Warning Station at Fylingdales, in Yorkshire



A new deep-water terminal for oil tankers stands at the head of the Persian Gulf

INDUSTRY AND THE STOCK MARKET

GAMBLER'S LUCK

By "THE SPHERE" CITY CORRESPONDENT

Of all Britain's leisure industries, gambling is one of the largest and is therefore attracting the Treasury's attention. People in Britain are now reckoned to spend more than £600,000,000 a year on gambling. About half of this money goes on horse racing, with the remainder divided roughly equally between greyhound racing and football pools. Over the past two years Bingo has risen to a major new gambling industry, with stakes now reckoned to be running at more than £1,000,000 a week. In the early post-war years, horse and greyhound racing were the main outlet for gamblers. Football pools have since expanded at their expense, especially after the £75,000 limit on football pool winnings was lifted.

By City standards, gambling hardly ranks as a major industry and many investors feel unable to share in its profits. In the same way, some people are not prepared to buy shares in the big tobacco and drink groups. But for investors who do not hold these views, the case for taking a stake in gambling is simple enough—that this is a large and growing industry which is likely to expand even further as consumers' incomes continue to improve. From the very nature of the business, investors face some element of risk and should clearly be prepared for year-to-year changes in profitability. But for people who want a useful current income from their investments, coupled with medium-term growth possibilities, a stake in gambling has attractions.

The most attractive single sector is football pools, where expansion has been marked over recent years. But despite merger moves among the football pool firms, all the major groups are privately owned and are thought unlikely to be marketed on the Stock Exchange for some time yet. The major stock exchange investment in football pools is through the deceptively named Holders Investment Trust, which controls the William Hill fixed odds betting business. William Hill (Park Lane), which was brought into the group only two years ago at a cost of £2,000,000, carries on betting on horses and greyhounds and is the largest bookmaking organisation in the world.

In fixed odds betting, as opposed to the distribution of winnings from a football pool, the trend of business can at times favour the customer rather than the bookmaker. This explains the fall in Holders Trust profits shown in 1959 and 1961, and the sharp rises that were reported in the two intervening years.

Holders Trust ranks as a medium-sized industrial company, with balance sheet assets of more than £4,000,000. The Greyhound Racing Association Trust, which operates stadia at White City and Harringay, and holds more than 600 meetings a year, is also a large concern with assets of well over £2,000,000. Profits and dividends declined after the early post-war boom in greyhound racing, but have since recovered from the low point reached in 1953. Results for 1961-62, which should be announced shortly, will show initial effects of the 1960 Betting and Gaming Act. A good deal of City interest has centred on possibilities of re-developing property assets represented by greyhound stadia, but Mr. Francis S. Gentle, the G.R.A. chairman, has warned that redevelopment depends on planning consents.

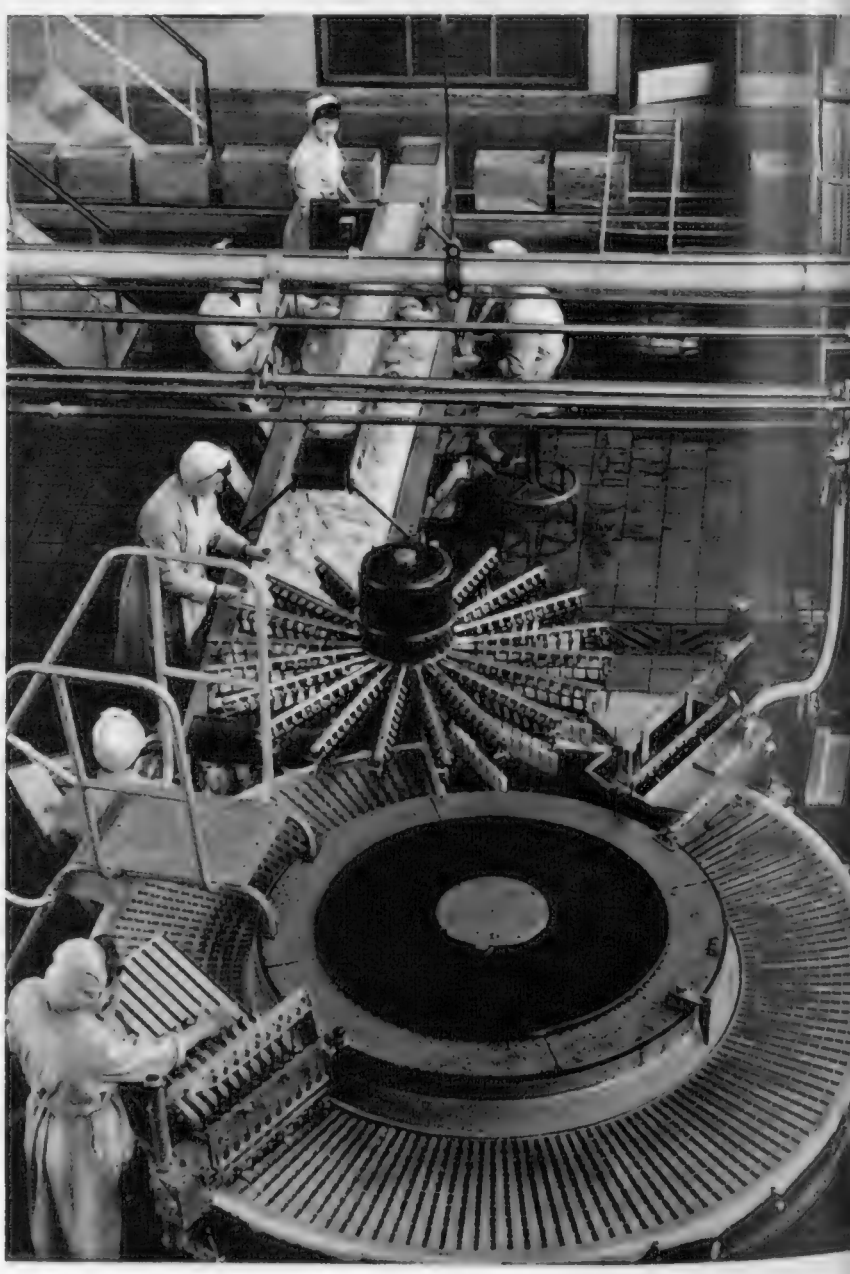
For investors who are interested mainly in racing as opposed to property prospects, one attractive horse racing equity is the Epsom Grand Stand Association, a company set up in 1829 which owns 500 acres around Epsom, including the famous race-course. Epsom Grand Stand is larger than any of the three green belt race-course companies, at Hurst Park, Kempton Park and Sandown Park, and has shown a progressive profit and dividend record since its shares were first marketed on the London stock exchange eight years ago.

Outside the specialised companies in fixed odds betting, greyhound and horse racing that cater specifically for gambling, several large groups also stand to benefit from this new leisure business. One is Mecca, the dance hall group, which have reported larger profits and dividends for 1961. Mecca have been using dance halls for Bingo-gambling and also operate several cinema-type halls which specialise in Bingo. Mecca rank as one of the outstanding leisure equities and have attracted a good deal of investment support.

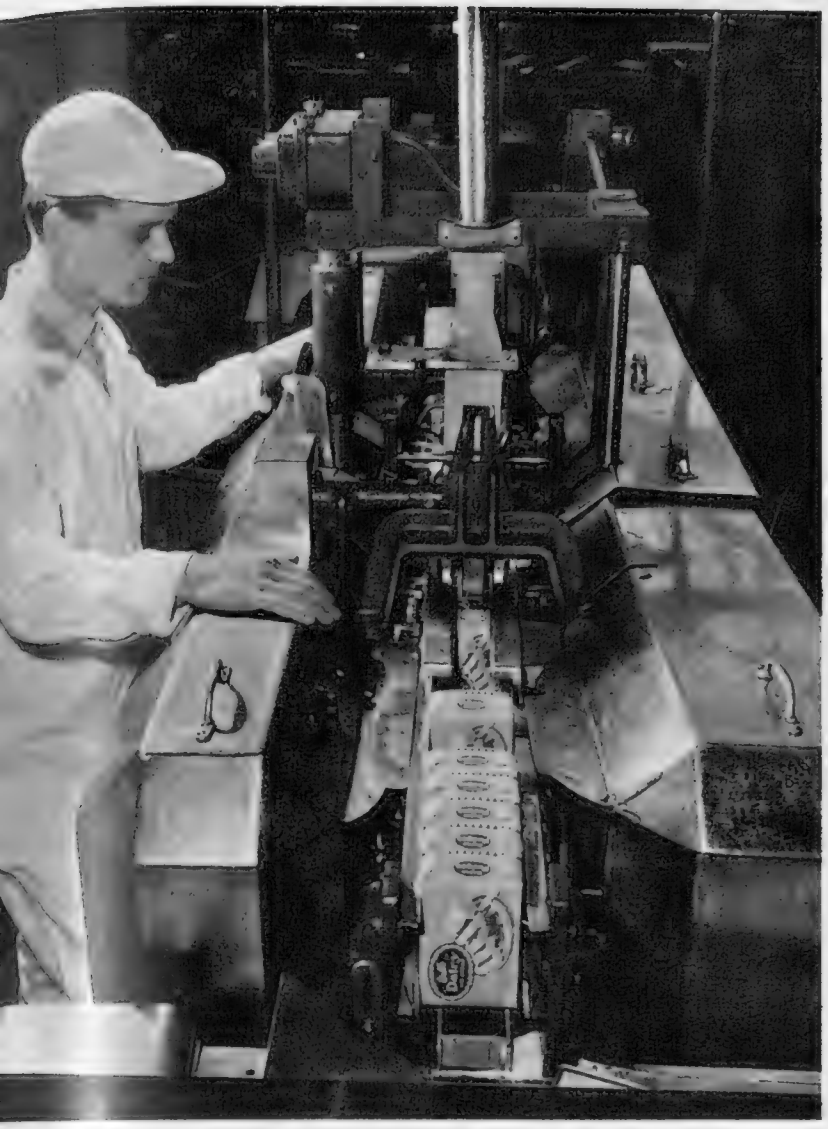
One other large group that should benefit from the public's taste for gambling as a form of leisure is the Rank Organisation. Following the recent decline in cinema attendances, Rank have set up a new company with Richard Costain and the Prudential Assurance to re-develop cinema sites. Rank have invested in ten-pin bowling alleys (along with their rivals, the Associated British Picture Corporation), though profits from these have yet to emerge in group income. Benefits should appear over the medium-term, though Lord Rank has warned shareholders that radio and television problems will reduce profits in 1961-62.

This group of gambling-leisure shares offer investors a wide range of choice for current income or capital growth. Mecca and Rank, as major industrial units, offer current low returns, though investors can improve their current yield by buying Rank convertible loan stock. The specialist gambling shares tend to offer higher yields, reflecting possible fluctuations in profits and memories of the decline in many types of gambling after the initial post-war spurt. For investors to whom income is important, Holders Investment Trust 2s. shares can now be bought to offer more than 8 per cent.

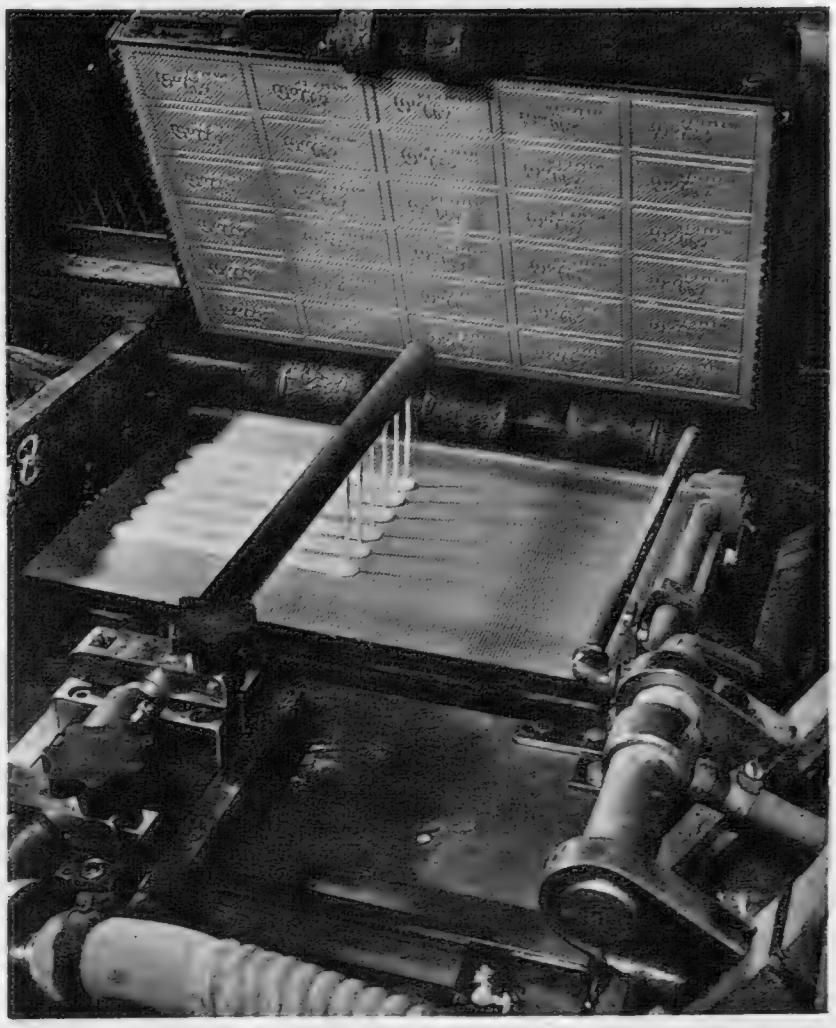
Storage vessels in the Gloucester factory of T. Wall and Sons (Ice Cream) Ltd.



One of six Gram Ria machines, which each make 15,000 lollies per hour



Fancy brick cartons are filled at the rate of 80 per minute,



In the wafer factory a cooking plate receives a layer of batter before passing into the oven

AUTOMATIC ICE CREAM

Taking a swab of a lolly-making machine to ensure cleanliness of equipment

A Gram Ria machine seen in course of producing a new "stick" line called Top Ten

The factory of T. Wall and Sons (Ice Cream) Ltd. at Gloucester was completed in 1960. Beard, Bennett, Wilkins and Partners, were the architects, and main contractors were John Laing Construction Ltd. Because of the large automatic network involved in the manufacture of ice cream, and the necessity for training new personnel, full production did not start until this year. The factory design was planned to allow for flexibility in plant layout as well as possible future extension to any of the six main buildings on the 30-acre site. The production block has a wide span of 164 ft. width. There is also an administration block, containing offices, laboratories and a medical section; a refrigerator and vehicle workshop; a cold store and a wafer factory. The whole factory employs approximately 1,000 people. The fully automatic plant has a daily production potential of 90,000 gallons of ice cream, 2,000,000 lollies, 2,500,000 wafers and 240,000 cones. In the design and engineering of this, there was close co-operation between Wall's and the Mechanical, Electrical and Instrumentation Divisions of Unilever Ltd. The nerve-centre of the factory is a control panel in the production block, which can prepare more than sixty-nine basic recipes for making over 100 different ice-cream lines, including specialities. The skilled operator in charge has only to watch for signals indicating faults, as the whole of the day's mixing programme proceeds without human intervention.

Although in the sausage and pie business since 1786, when Richard Wall first opened a shop in Jermyn Street, London, the firm only began making ice cream in 1922, to take up the summer slack in meat sales. It was the first firm to manufacture ice cream on a large scale in Britain. There are now three ice-cream factories—at Acton, Edinburgh and Gloucester. Total production at these in 1961 was estimated at 21,000,000 gallons.

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AUTOMATIC ICE CREAM

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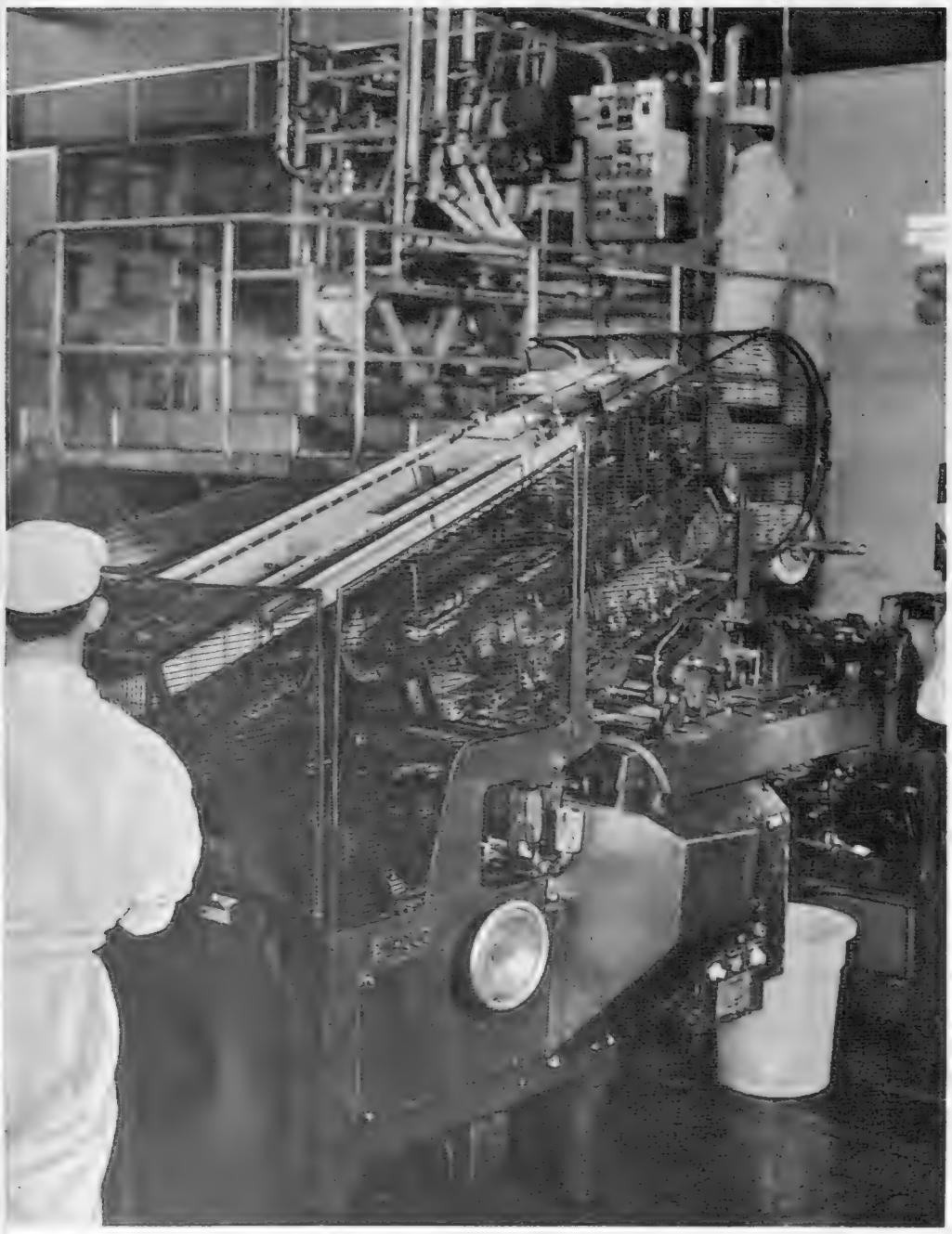
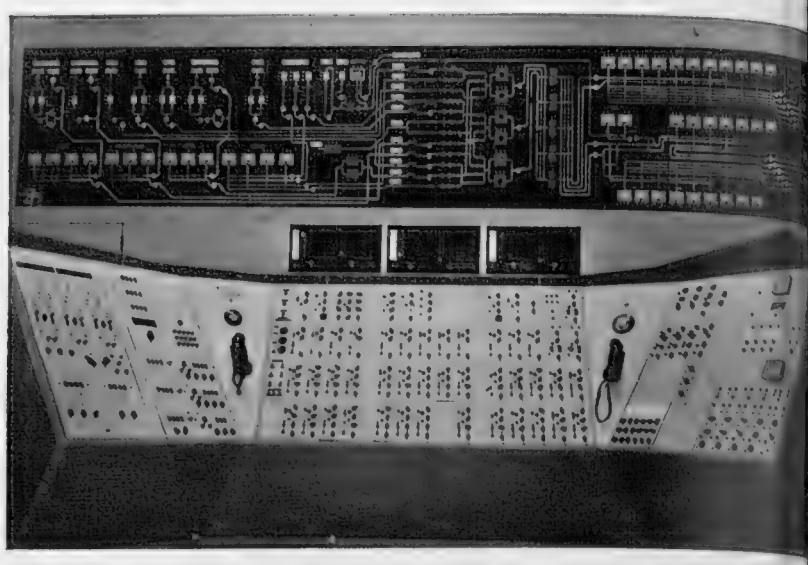
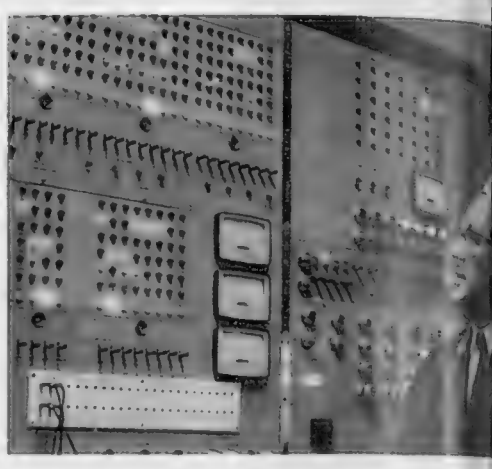


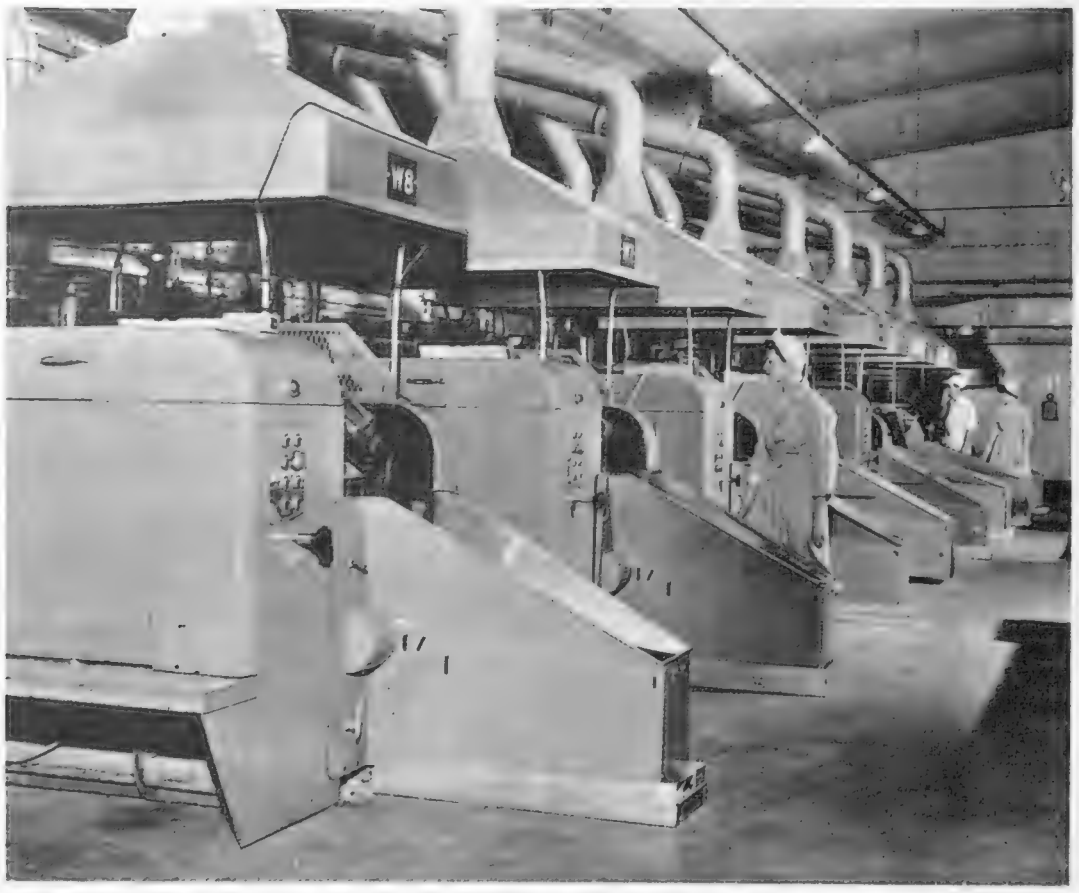


The graphic panel and control board for the mixing, blending, pasteurising and storage of the ice cream



The panel which controls the factory's refrigeration system. **Below:** One of the forty-eight compressor units for the refrigeration system

Left: An automatic wrapping machine for family bricks before they are sent on a conveyor belt to the cold store of the factory



The eight wafer ovens which can produce a total of 2,000,000 wafers a day. **Right:** Baked wafers are blown free of the mould automatically

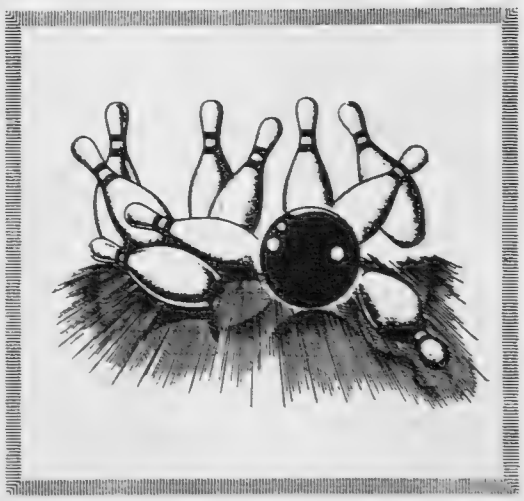
*The things Harveys make**

No. 4

100,000 Components for Ten Pin Bowling

AN OLD SPORT has returned with a new look, and the hitherto arduous task of resetting the pins and returning balls to the bowler has been mechanised. For many of the components for their Automatic Pinspotters, AMF Ltd. turned to Harveys, and nearly 100,000 parts for some five-hundred mechanisms were supplied to the initial order.

A complicated job, involving welding in special jigs and machining to close tolerances, but Harveys have the necessary resources and are organised for speedy production.



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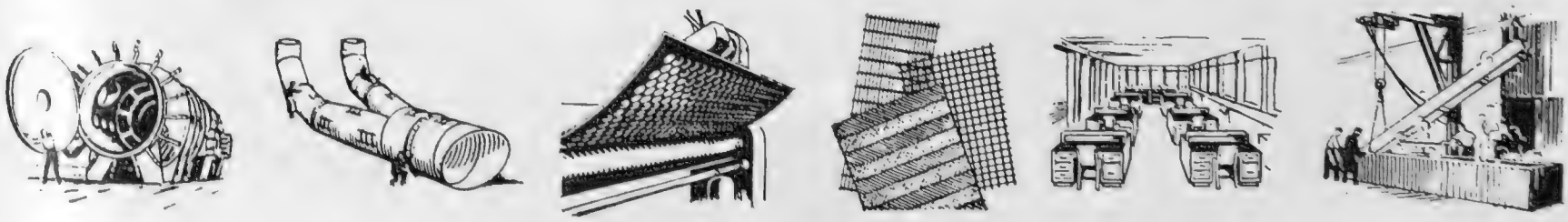

MOTORING

"IMPUDENT BABIES"

Remarkable successes of the B.M.C. mini cars; other topics

By **COURTENAY EDWARDS**

I salute this week the British Motor Corporation's fabulous Mini, and especially the Cooperised Mini, in which the normal engine capacity of 848 c.c. is increased to 997 c.c. I do so because of its latest outstanding successes in the world of motor sport.

In one of these front-wheel-drive cars, which have a transversely-mounted engine, disc brakes and independent suspension of all four wheels by rubber units, Miss Pat Moss and Mrs. Ann Riley (formerly Miss Ann Wisdom) won the Tulip Rally outright. It was the first time a women's team had ever done this.

Another of the motorised matchboxes did remarkably well in the punishing Targa Florio road race in Sicily. It was driven into second place in the 2-litre prototype class by Prince Metternich and Bernard Cahier, popular motoring journalist. In this 447-mile race—ten times round a 44·7-mile road circuit—in which it is considered creditable even to finish, their Downton-tuned Cooper-Mini averaged more than 50 miles an hour.

At the International Trophy meeting at Silverstone recently I saw five of these pocket-sized racers perform most impressively in the 36-mile race for production touring cars. They captured the first five places in their class, with average speeds ranging from 77·65 m.p.h. (that of the winner, John Love) to 72·36. Love set up a new lap record for the 1-litre class, at 78·87 mp.h. The road-holding of these impudent little babies is fantastic.

The T.S. high-performance version of the Ford Taunus 17M

The "T.S." high-performance version of the German-built Ford Taunus 17M, which I recently road-tested, by courtesy of Lincoln Cars, is more than a highly-tuned edition of the standard 1·7-litre saloon. The capacity of the engine was increased to 1,758 c.c. and a new solid-cast crankshaft was adopted. "These and other changes were fundamental modifications and not merely superficial alterations," explained Herr B. Osswald, head of chassis and engine development for Ford of Cologne. "This ensures the dependability of components subjected to far greater working stresses than in a normal engine."

The T.S.—the initials, I am told, stand for Taunus Sports—costs £1,321 in the U.K. in four-door style. It is a well-finished, well-engineered car with a top speed of over 90 m.p.h. The four-speed, all-synchromesh gear-box has a steering column control lever which is as positive as many floor-mounted levers and the high top ratio enabled me to cruise at 80 m.p.h. on the M1 motorway without feeling that I was in any way flogging the car.

With its pronounced curves and over-shaped headlamps it is a car of distinctive appearance and its aerodynamic form combines with a favourable power-to-weight ratio in helping the willing engine to give a lively performance, including the ability to accelerate from zero to 60 in 15½ seconds. My own test of the T.S. showed that most owners of this car would be able to rely on a petrol mileage of around 30 to the gallon.

With the opening of a new test route at Leicester the Institute of Advanced Motorists now has forty-six of them. Each is about thirty-five miles long and mapped out with care to ensure that all have the same character, the same features and the same traffic variations. This precaution was essential to make certain of country-wide uniformity.

The Institute now has 32,000 members and the pass rate remains consistently in the 48 to 50 per cent. bracket. In April, however, the rate was 51 per cent.—an increase of 2 per cent. over March.

I rank high among the advantages of A.A. membership the privilege of being able to buy the Association's Road Book of England and Wales, a revised edition of which has lately been printed. Apart from its excellent five-miles-to-the-inch atlas it contains a gazetteer (with brief descriptions of places of interest in all the towns listed), itineraries showing the most direct routes for driving between all the leading towns and cities, mileage tables and useful descriptions of all the counties, with notes on archæological, architectural and geographical features.

The Road Book—available to members only at all A.A. offices—costs £1 in standard form or 30s. with illustrations which add more than 10s. to its value. With this stoutly-bound volume and the A.A. Members' Handbook a motorist could embark on a touring holiday with every confidence even if he had no other maps or guides. I would recommend him, though, to make sure of taking a copy of the A.A.'s revised booklet entitled *Places of Interest in England, Wales, Scotland and Northern Ireland.* It deals with castles, houses, gardens, and antiquities of Roman and other interest open to the public.

The booklet has been expanded to include 1,108 entries arranged under county headings and with a useful index.

Boreholes are already being sunk in England and France along the lines of the proposed approaches to the projected Channel Tunnel. This is stated in an interim report of the Tunnel Study Group, who recommend that a trench should be dug across the Channel to accommodate a twin-track railway "tube" which would be buried under at least 5 ft. of gravel.

A consortium of British, French and U.S. companies, including Richard Costain, and Swan Hunter and Wigham Richardson, is ready to build such a tunnel at fixed cost and within a stipulated time limit, Sir Richard Costain, chairman of Costain, stated while commenting in London on the interim report. I understand the cost he has in mind is about £100,000,000 and the time between four and five years.

The consortium considers that with one rail track in each direction and a schedule of one train every four minutes at 60 m.p.h. the tunnel would be able to handle, in four days, a whole year's cross-Channel traffic at present rates. Distance between terminals would be forty-one miles, the tunnel length thirty miles (from a point between Dover and Folkestone to Sangatte, near Calais) and twenty-four miles of it under the sea.

There is still much active lobbying in favour of a Channel bridge and M. Jules Moch, a former Prime Minister of France and head of the French Channel Bridge Survey Company, stated recently in London that whereas a rail tunnel would reach saturation point in fifteen to thirty-five years, rail traffic on a bridge such as was envisaged by his group would not reach saturation point in less than a century and road traffic would not reach it in less than fifty to seventy-five years.

They are proposing a bridge twenty-one miles long with two rail tracks, six lanes for road vehicles and two emergency lanes for breakdowns. It would cost about £210,000,000.

Mr. Ernest Marples, the Minister of Transport, has hinted that many 30 m.p.h. speed limits will soon be increased to 40 m.p.h. He said so when he went to Yorkshire to inspect progress on a fifty-mile stretch of the Great North Road—A1—between Boroughbridge and Doncaster. "It is no good trying to enforce speed limits that are unrealistic," declared Mr. Marples, who later this year is due to decide whether he should impose a 50 m.p.h. weekend limit on every road in Great Britain except on the motorways.

The Minister went to Yorkshire to see road improvements which would make 50 m.p.h. seem ridiculously slow on the "dualled" sections of A1. Of the £50,000,000 earmarked for doubling the Great North Road, he said that nearly half had already been spent. "But because the worst bits have been tackled first," he said, "the improvement has been much greater than 50 per cent."

There are now 145 miles of dual carriageway on A1 between London and Newcastle-on-Tyne. Work is going on over some thirty more miles and a further seventy miles will be tackled in the fairly near future.

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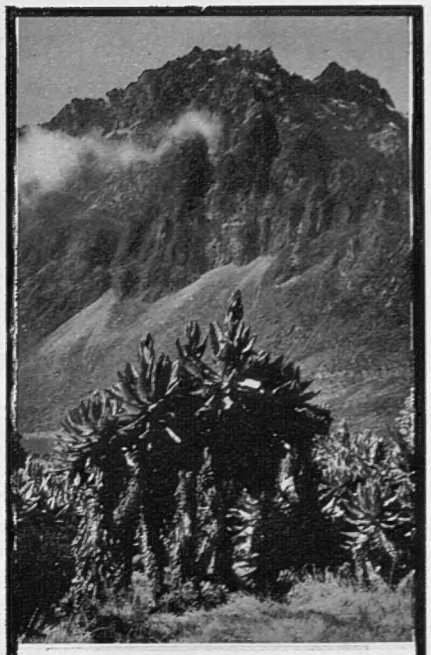

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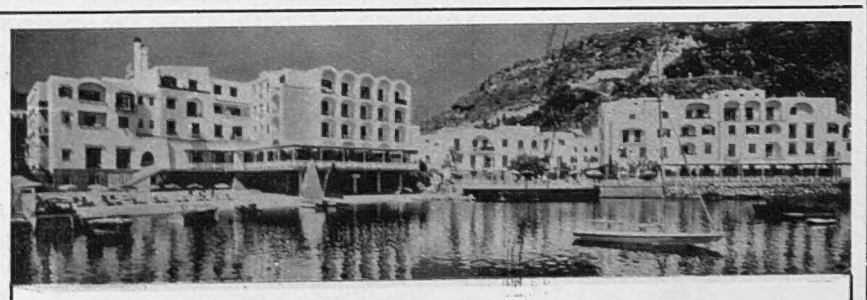

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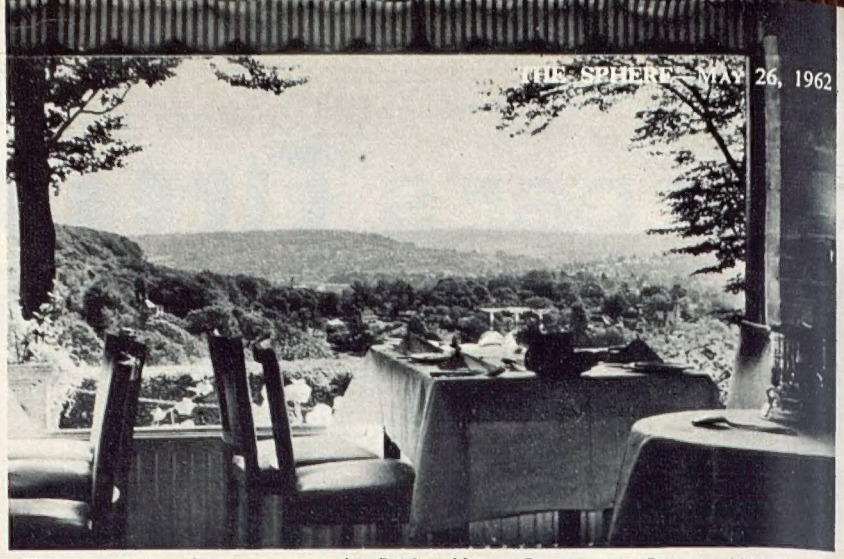

The view from the terrace at the Bridge House Restaurant, Reigate Hill, Surrey

GOOD LIVING *By Ganymede*

The annual French wine-tasting at the Café Royal, London, organised by the Comité des Vins de France, was of significance this year. It was opened by the new French Ambassador, M. Geoffroy de Courcel (his first public appearance), and there was an excellent speech in French by the retiring Mayor of Westminster, Mr. J. L. C. Dribell, in reply, with an interesting demonstration of Breton bagpipes, and Provençal and Languedoc folk dances to entertain us. Most notable was the selection of the wines.

Nearly a hundred wines were shown, and out of these only about twenty were the top-ranking names of Burgundy and Bordeaux. Among the rest there was a surprisingly wide range of wines of Provence, Languedoc, a more obvious, but very complete, list of Loire wines, some from the Rhône, Alsace, the Jura, the Pyrénées, and even one or two each from the Tarn, the Dordogne and the Herault.

It was evident from this amazing selection that the purpose of the exercise was to publicise the less famous wines, some of them almost unknown to the British public until now. This is a wise move in the light of the recent steep price increases in the famous regions. If this price trend continues, and there is no reason why it should not, very soon the average wine-drinker in this country will find to his dismay that the fine wines which he has been used to drinking will be beyond the reach of his pocket. There is no cause to despair, however; he will not be any worse off than the average French wine drinker has been for some time.

The great wines are not for him for everyday drinking. They are too expensive for that, and are regarded as something to be enjoyed on very special, festive occasions. I am sure that it will be like that with us. It is only a question of time.

The French wine producers foresee this and want to draw our attention to the many sound and drinkable, but much cheaper, local wines they make. The standards of quality in these cheaper, lesser-known wines are just as carefully guarded by French law nowadays, as are those of the more famous fine wines protected by their Appellations Contrôlées. Wines of this high quality are entitled to their A.C. only if they come from grapes of the right *cépage*, grown in a limited area, the production does not exceed the maximum per hectare laid down, and the wine is up to the prescribed alcoholic strength.

The other category, of generally lesser-known and not so noble, but good wines is regulated under the " V.D.Q.S." system (Vin Delimité de Qualité Supérieure), officially recognised in the Statut Viticole as recently as 1949. Wines grown in the vineyards listed under this system have to conform to similar prescribed requirements as those of the Appellation Contrôlée. In addition, however, every hogshead of such wine is subjected to tasting and chemical analysis, and only if it is found up to standard does it receive the " label de garantie " which must appear on every bottle.

There were several V.D.Q.S. wines among the many at the tasting, and I foresee that their names will become better known here before long. They are generally good value, they should not cost over 10s. a bottle retail, unless shipped in bottle. Côtes de Provence (and many have local names in addition), Corbières and Minervois of the Languedoc are just a few examples. The requirements of the V.D.Q.S. are not legal requirements in the trade here but, as ever, we rely on the integrity of our wine merchants.

A sign of the times and the more liberal interpretation of our licensing laws is the new licence which has recently been granted to an out-of-town dining and dancing restaurant. You can go on eating, drinking and dancing until 2 a.m. any night now at the Bridge House, on Reigate Hill, 22 miles from London on the A217 London to Brighton Road. There is a full *à la carte* menu as well as a three-course dinner (several choices) at 14s. 6d. (17s. 6d. on Saturdays), a big and not too expensive wine list, and there is room for about 200 to dine and dance on the spacious floor. To me the greatest attraction of this unusual roadhouse is its unique position at the top of a hill. On a summer evening the view from the tables lining the long terrace of wide windows, overlooking the Surrey countryside for miles, is out of this world.

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26th "*Les Coupes d' Or*" (World Championship)

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August (At the former Etablissements Chéri)

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